North Front Range Transportation & Air Quality Planning Council

Hybrid Meeting Agenda—**REVISED**

July 2, 2026

In-Person: YMCA Meeting Room, 165 Settler Way, Johnstown, CO 80534

Virtual: Join the meeting now **Meeting ID:** 239 549 615 769 6 **Passcode:** t9b84n8J

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Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
1	Call Meeting to Order, Welcome, Pledge of Allegiance	Liz Heid, Vice Chair	-	6:00
2	Public Comment - 2 min each *(accepted on items not on the Agenda)*	*Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.*	-	-
3	Councilmember Announcements	Liz Heid	-	6:05

Consent Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
4	Approval of Minutes – Lead Planning Agency for Air Quality/MPO – June 4, 2026	Liz Heid	10	6:10
	2025 NFRMPO Audit	Michelle Edgerley, Go Figure	26	
	2026 NFRMPO Updated Budget ***Resolution 2026-12***	Michelle Edgerley	27	
	2026 Public Involvement Plan (PIP) ***Resolution 2026-13***	Jonathan Stockburger, Transportation Planner I	29	
	GHG Transportation Report ***Resolution 2026-14***	Becky Karasko, Transportation Planning Director	32	
	2050 RTP Amendment ***Resolution 2026-15***	Becky Karasko	34	
	FY2026-2029 TIP ***Resolution 2026-16***	Jonathan Stockburger	40	

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Lead Planning Agency for Air Quality Agenda

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
5	Air Pollution Control Division (APCD)	Written	42	-
6	NFRMPO Air Quality Program Updates	Dena Wojtach, Two Roads Environmental	Handout	6:15
7	Regional Air Quality Council (RAQC)	Written Report	Handout	-

Metropolitan Planning Organization Agenda

Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
8	Report of the Chair	Liz Heid	-	6:30
9	Executive Director Report	Elizabeth Relford, Executive Director	45	6:35
10	Colorado Transportation Investment Office (CTIO)	Tricia Canonico	54	6:45
11	Front Range Passenger Rail District	Tricia Canonico Jon Mallo	Handout	6:50
12	Finance Committee	Written	58	-
13	June 2026 TAC Executive Summary	Written	60	-
14	Mobility Program Updates	Written	Handout	-

Discussion Items

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
15	2026 Federal Planning Certification Review Report	Becky Karasko	62	7:00
16	Connected Communities 2055: 2055 RTP RATCs, RTCs, and RSCs	Jerome Rouser, Transportation Planner II	Handout	7:10
17	NFRMPO Regional Crash Dashboard	Mykayla Graalum, Transportation Planner I	82	7:30
18	Connected Communities 2055: Vision Statement and Goals, Objectives, and Performance Measures (GOPM)	Jerome Rouser	Handout	7:45

Council Reports

Agenda Item Number	Agenda Item and Item Description	Presenter	Page Number	Time
19	Transportation Commission	Cecil Gutierrez, Transportation Commissioner	-	8:05
20	STAC Report	Written Report	84	-
21	US34 Coalition	Julie Cline, Mayor US34 Coalition Chair	-	-
22	Host Council Member Report	Nicholas Bashford, Councilmember Town of Johnstown	-	8:15

Meeting Wrap Up:

- Next Month’s Agenda Topic Suggestions
- Next NFRMPO Council Meeting: August 6, 2026 – Town of Eaton

Subject: Air Quality Related Activities Report to NFRMPO Council

Date: 6/29/26

Introduction:
Two Roads Environmental LLC (TRE) is providing a monthly report of air quality related activities to the North Front Range Metropolitan Planning Organization (NFRMPO) Council, correcting information shared in TRE's June 3, 2026 report to Council for their July 2, 2026 meeting.

Summary:
In June 2026, TRE focused on jointly planning an intermountain west Fall 2026 ozone conference (now known as the Fall 2026 Ozone Exchange) with the Pikes Peak Area Council of Governments (PPACG).

Air Quality Activities:
Fall 2026 Intermountain West Ozone Exchange Conference:
Conference details can be found at: https://nfrmpo.org/air-quality/ozone-exchange/

Congratulations, twice over! Colorado's Air Quality Enterprise (AQE) voted to increase their award of grant funding to NFRMPO and PPACG to host the Ozone Exchange, awarding more than requested. AQE Board members voted to award a total of $300,000.00 to partially fund this now 3-day conference. The total cost estimates to host this conference is estimated at $667,645.00, and relies heavily upon donation of in-kind services in terms of staffing and venue discounts, along with the AQE's grant. AQE Administrator Neustifter has prioritized drafting this contract to award funding, and NFRMPO and PPACG expect the contract to be executed on July 1, giving immediate access to funding for conference needs. Notably, AQE's award ensures that registration costs will be reasonable and will promote attendance including by governmental and community organizations at $300.

The open Call for Abstracts has been extended to 6/30, due to several inquiries regarding who is eligible to submit abstracts on Intermountain West ozone-related topics and availability of speaker stipends, seeking researchers and other presenters to present at the conference. To date, twenty-seven abstracts have been submitted, and several panel discussions have been suggested. TRE expects more to be submitted by June 30th. Respondents include EPA staff and prominent researchers, from AZ, CO, NV, UT and more, touching on important research as well as communication and innovative programs. NFRMPO and PPACG staff are actively planning a transportation related panel discussion as part of the conference program.

The following outlines our envisioned rough program:
Day 1 - air quality planning (legal requirements, realities and presentations from AZ, CO, NV and UT air quality planning agencies),
Day 2 - air quality research (completed and on-going), and
Day 3 - air quality public health communications, research gaps and next steps.

Ultimately, the final program will be based on selected abstracts and will be finalized in August.

A second Town Hall was held on June 3rd to provide information on the conference itself, identifying conference organizers and their intent in hosting the conference. The second Town Hall hosted 17 attendees (excluding our planning team). Attendees all had an air quality background, from Colorado, Arizona, Utah and Nevada. Town Hall recordings and materials have been posted on NFRMPO's Intermountain West 2026 Ozone Exchange webpage.

2026 Ozone Season Monitoring Data:
As of June 22, 2026, several ozone monitors observed 8-hour average values above 70 ppb thus far in 2026, including at: Fort Collins West, Fort Collins, Fossil Creek, Greeley Weld County, LaSalle Tower, Mehaffey Park and Timnath monitors in Larimer and Weld Counties.

Notably that the Greeley Weld, LaSalle Tower and Timnath monitors have already observed three exceedances of the 70 ppb standard. Based on current data, three-year average values (aka Design Values) that may be used in reference to the ozone standards, for all EPA certified ozone monitors in the Larimer and Weld Counites exceed the 70 ppb standard, ranging from 71-77 ppb. See the RAQC's summary table, attached to this report.[1] Also note that this data has not been certified and includes flagged data that may have been influenced by stratospheric intrusions.

Rocky Mountain National Park monitors have also experienced high ozone levels, ranging from 73-71 ppb.

AQCC Activities:
The AQCC adopted regulations adjusting emission and reporting fees to cover Air Pollution Control Division costs. Additionally, the RAQC's Mike Silverstein provided an update on their Blueprint, public health impacts of air quality report and funding status to the AQCC. Note that the public health impacts report is due out in July 2026.

APCD Activities:
The APCD held public stakeholder meetings on carbon management, air toxics reporting and separately on proposed oil and gas emission control updates (that include transportation conformity related revisions of interest to the NFRMPO). The conformity related revisions are being proposed as a streamlining effort that reduces/removes the requirement to take all transportation conformity actions before the AQCC, and rather delegates oversight to the APCD. These revisions are part of the larger rulemaking proposal being requested by the APCD in July and October AQCC rulemaking hearing.

RAQC Activities
The RAQC Board met in May, and was briefed future Front Range Passenger Rail Train (aka Colorado Connector or "COCO"). Staff also provided an update on 2026 ozone values, and now includes "Smoke Impacts Probability" information associated with each listed ozone monitor (see Summary provided at the end of this report). The Board was briefed on numerous environmental regulatory "roll backs," creating a difficult landscape for air quality planning and management. Further, the Board was briefed on the 2026 Legislative Session,

[1] RAQC's Current 8-Hour Ozone Summary, "Denver Metro/North Front Range Area – 2026 8-Hour Ozone Summary through June 22nd, 2026", accessed 6/29/26 here: https://raqc.org/current-8-hour-ozone-summary/

TRE shared a **correction** to the May report with NFRMPO staff in late June: The RAQC Board's May meeting did NOT include a direct discussion of the RAQC's Smoke Impacts Assessment System (SIMAS) tool. However, TRE screened the RAQC's March 2026 report that assess probability of wildfire impacts on high ozone levels, of which the original tool has since been enhanced (aka SIMASv2). The SIMASv2 tool "…was applied to DM/NFR NAA ozone observations in 2020-2024 to develop alternative 2020-2024 ozone [baseline Design Values] that eliminate SIMASv2 projected High Probability and High and Moderate Probability site-days that were used to make [future Design Value] projections." [2]

Table 4-9 of the analysis indicates that by adjusting for wildfire impacts and stratospheric intrusions, future 2026 ozone projections still exceed the 75ppb ozone standard at CHAT and NREL monitors (see Table 4-9 below). [3] Thus, area monitors were projected to still exceed ozone levels even when ozone values associated with significant wildfire impacts and stratospheric intrusions impacts were removed.

Table 4-9. Impact of Stratospheric Intrusions (ST), and High and Moderate Probability SIMASv2 outcomes on the projected 2026 ozone DVF at DM/NFR monitors.

Site ID	Site Name	Default DVF (ppb)	Exclude High WF + ST DVF	Difference From Default	Exclude High+Mod WF +ST DVF	Difference From Default
80013001	Welby	74.3	72.3	-2.0	71.6	-2.6
80050002	Highland Reservoir	74.9	72.6	-2.3	72.3	-2.6
80050006	Aurora East	72.4	69.1	-3.3	69.1	-3.3
80130014	Boulder Reservoir	73.8	71.2	-2.6	69.9	-3.9
80310002	Denver - CAMP	71.7	69.4	-2.3	68.4	-3.3
80310026	La Casa NCORE	74.0	72.0	-2.0	71.4	-2.6
80350004	Chatfield Park	79.5	76.9	-2.6	76.6	-2.9
80590006	Rocky Flats	79.4	76.4	-2.9	74.8	-4.6
80590011	Golden - NREL	79.3	76.4	-2.9	76.0	-3.3
80690007	Rocky Mountain NP	69.9	67.0	-3.0	65.0	-4.9
80690011	Fort Collins - West	74.6	73.3	-1.3	71.0	-3.6
80691004	Fort Collins - CSU	70.7	67.7	-3.0	67.4	-3.3
81230009	Greeley	71.0	69.7	-1.3	69.4	-1.6

On June 17, 2026, the RAQC held a Control Strategies Committee meeting. Staff shared a schedule for refining their Blueprint, announcing several workshops in July and August. Further, their report Public Health Effects from Air Quality specific to Colorado's Denver Metropolitan North Front Range Ozone Nonattainment Area. This report is anticipated to be made available in July/August 2026.

Dr. Collett provided a "2025 Front Range Ozone Experiment Initial Results" briefing during the CSC Meeting. Initial findings include: 1) general agreement between ground monitoring sites and satellite data; and 2) "ozone production in the northern part of the nonattainment aera is more strongly driven by local emissions rather than transport from Denver metro."

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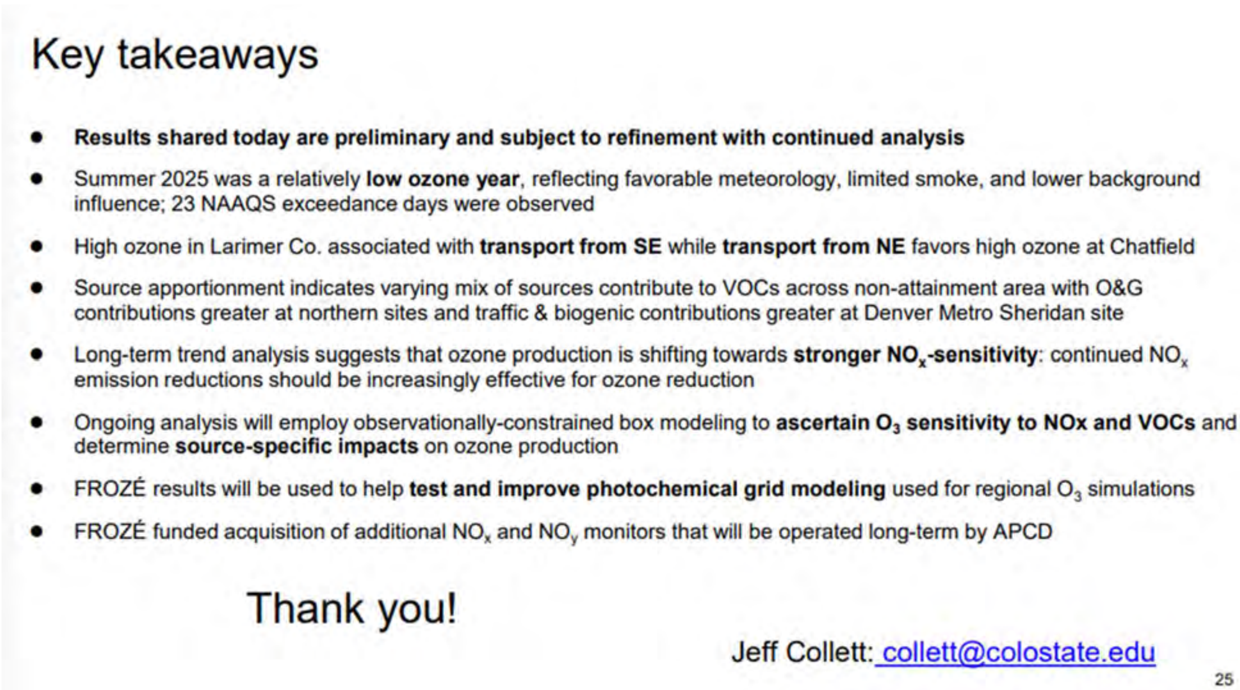
[2] RAQC's "Smoke Impact Assessment System (SIMAS) version 2 report" March 2026, p. 17. Report posted as of 6/2/26 here: https://raqc.egnyte.com/dl/76CgF798yFkP

[3] See RAQC's "Smoke Impact Assessment System (SIMAS) version 2 report" March 2026, Table 4-9 on p. 48. Report posted as of 6/2/26 here: https://raqc.egnyte.com/dl/76CgF798yFkP

TWO ROADS ENVIRONMENTAL

Researchers are conducting their own source apportionment analysis, which differs from the RAQC's source apportionment, looking at pollutant categories that most significantly impact ozone monitors. Key takeaways thus far are listed below.



Dr. Collett indicated an interest in submitting an abstract on this study for the Ozone Exchange.

Xcel also provided an Energy Update during the CSC Meeting, that included a discussion on data centers. All materials for the CSC Meeting are posted on the RAQC's webpage. [4]

<u>Other Air Quality Activities:</u>
EPA proposed the "Ozone Reclassification State Implementation Rule," and a related Fact Sheet, proposing to issue an "Ozone Reclassification State Implementation Plan Rule."[5,6] This proposal appears to address the challenges of different requirements and timing of nonattainment areas subject to more than one National Ambient Air Quality Standard for the same pollutant, by changing EPA's 2025 policy later codified into 40 CFR 51.1403. EPA's 2025

[4] See RAQC's "Control Strategy Committee Meeting – June 17, 2026," website for materials, accessed 6/29/26, here: https://raqc.org/event/control-strategy-committee-meeting-june-17-2026/

[5] See EPA's "Ozone Reclassifation State Implementation Plan Rule," 91 Fed Reg 35639, June 12, 2026, here: https://www.govinfo.gov/content/pkg/FR-2026-06-12/pdf/2026-11843.pdf

[6] See EPA's "Ozone Reclassification State Implementation Plan Rule" Fact Sheet, June 2026, here: https://www.epa.gov/system/files/documents/2026-06/fact-sheet-proposed-rule-ozone-reclassification-state-implementation-plan-rule.pdf

policy was referred to as the "leftover SIP elements policy. [7] The following excerpt from that fact sheet summarized proposed revisions:

Proposed Revisions

- The Trump EPA is proposing that under the best reading of Clean Air Act (CAA) sections 181 and 182, upon reclassification, an area's only SIP planning obligations are those that are associated with the area's current classification.
- The proposed changes are consistent with the CAA that states an area can only be subject to a single classification at a given time.
- Under this proposal, if a required SIP element for an area's new classification level was previously satisfied when the area was at a lower classification, the requirement will be considered fulfilled and will not be due upon reclassification.

This action re-considers their 2025 Rule only on the position that SIP requirements are met under the preceding nonattainment classification, and are deemed to have been met and are not required to be re-analyzed with the new classification. Comments are due July 13, 2026. This action will be heavily litigated.

TRE has been tracking two bills that address Clean Air Act provisions relating to emissions outside of the state's control introduced and progressing through 119th Congress: Representative Evans' H.R. 6387 Fire Improvement and Reforming Exceptional Events Act or FIRE Act, and H.R.6409 Foreign Emissions and Nonattainment Clarification for Economic Stability or FENCES Act. TRE will continue to track these bills.[8,9] No movement has been reported in June.

Upcoming Activities:
TRE plans to attend meetings and track air quality related activities as follows, unless otherwise directed.

Meetings TRE Plans to Attend (or screen)
- 7/10/26 RAQC Board Meeting
- 7/13/26 RAQC Public Workshop to Review Health Impact & FOIA Reports (register: https://us02web.zoom.us/meeting/register/IaWL2VI4RpONdeg4OuAYLQ)

[7] See EPA's "State Implementation Plan Submittal Deadlines and Implementation Requirements for Reclassified Nonattainment Areas Under the Ozone National Ambient Air Quality Standards," 90 Fed Reg 5651, January 17, 2025. https://www.govinfo.gov/content/pkg/FR-2025-01-17/pdf/2025-00336.pdf

[8] See Congress.gov for information on HR.6387 – FIRE Act (119th Congress, 2025-2026), here: https://www.congress.gov/bill/119th-congress/house-bill/6387?loclr=cga-bill

[9] See Congress.gov for information on H.R.6409 – FENCES Act (119th Congress, 2025-2026), here: https://www.congress.gov/bill/119th-congress/house-bill/6409

- 7/15/26 RAQC Public Workshop for Stationary Sources and Oil & Gas Strategies (register: https://raqc.org/event/public-workshop-for-stationary-sources-and-oilgas-strategies/)
- 7/28/26 RAQC Public Workshop for Non-Road and Non-Point Strategies (register: https://raqc.org/event/public-workshop-for-non-road-and-non-point-strategies/)
- here:

Other Anticipated Air Quality Activities

- Litigation on EPA's final action determining attainment for the Phoenix area under the 2025 Ozone NAAQS and the associated 179B Analysis
- EPA's proposed action determining attainment for the Wasatch Front in Utah under the 2025 Ozone NAAQS and the associated 179B Analysis
- EPA's proposed reconsideration of "leftover SIP provisions"
- EPA's Exceptional Events Guidance
- EPA's Ozone NAAQS Reconsideration
- EPA's Reconsideration of the PM2.5 NAAQS

Recommendations:

- Track litigation on EPA's final action on their determination of attainment for the Phoenix-Mesa ozone nonattainment area in Arizona
- Track EPA proposal determining attainment for the Wasatch Front ozone nonattainment area in Utah
- Track NHSTA's final action on fuel economy standards
- Track Colorado's next steps addressing ozone, including:
    - RAQC's release of a report on public health impacts of ozone
    - Colorado's voluntary reclassification request
    - RAQC's air quality and public health report
    - RAQC's Blueprint evolution
    - RAQC's modeling updates
- Engage APCD in support of July 2026 revisions to conformity rules

TWO ROADS ENVIRONMENTAL

Denver Metro/North Front Range Area - 2026 8-Hour Ozone Summary*
Through June 22nd, 2026

Monitor	1st Max 2026	2nd Max 2026	3rd Max 2026	4th Max 2026	4th Max 2025	4th Max 2024	2024-2026 Estimated Average*
Aurora East	78	77	75	73	70	81	74
	05/11/26	04/20/26	05/16/26	06/12/26			
^^Smoke Impact Probability	None	None	None	None			
Blackhawk	73	73	69	68	66	79	71
	06/18/26	06/05/26	06/11/26	05/15/26			
^^Smoke Impact Probability	None	None	None	None			
Boulder Reservoir	73	72	68	68	69	84	73
	04/21/26	05/15/26	06/05/26	05/13/26			
^^Smoke Impact Probability	None	None	None	None			
CAMP	70	69	69	68	69	79	72
	06/18/26	06/12/26	06/10/26	05/15/26			
^^Smoke Impact Probability	None	None	None	None			
La Casa	72	72	70	69	71	84	74
	06/18/26	05/15/26	06/12/26	06/20/26			
^^Smoke Impact Probability	None	None	None	None			
Chatfield	80	78	76	74	73	88	78
	06/20/26	06/18/26	04/20/26	06/17/26			
^^Smoke Impact Probability	None	None	None	None			
Evergreen	81	77	76	76	73	85	78
	06/18/26	06/05/26	06/11/26	05/15/26			
^^Smoke Impact Probability	None	None	None	None			
***Fossil Crk	71	70	69	69	67	84	73
	05/15/26	06/20/26	05/11/26	04/20/26			
^^Smoke Impact Probability	None	None	None	None			
Fort Collins - CSU	73	69	69	69	67	82	72
	05/15/26	05/11/26	04/20/26	06/20/26			
^^Smoke Impact Probability	None	None	None	None			
Fort Collins West	73	69	68	67	72	83	74
	05/15/26	05/11/26	04/20/26	06/20/26			
^^Smoke Impact Probability	None	None	None	None			
Greeley Weld County	77	74	72	70	71	81	74
	05/15/26	05/11/26	04/20/26	06/12/26			
^^Smoke Impact Probability	None	None	None	None			
Highlands	80	78	74	72	60	73	69
	06/20/26	06/18/26	06/10/26	05/16/26			
^^Smoke Impact Probability	None	None	None	None			
NREL	82	78	76	75	71	86	77
	06/18/26	06/12/26	06/05/26	05/15/26			
^^Smoke Impact Probability	None	None	None	None			
**Mehaffey Park	75	72	71	69	70	NA	NA
	05/15/26	06/20/26	04/20/26	06/18/26			
^^Smoke Impact Probability	None	None	None	None			
**LaSalle Tower	75	74	71	70	69	79	72
	05/15/26	05/11/26	04/20/26	05/16/26			
^^Smoke Impact Probability	None	None	None	None			
Rocky Flats North	77	76	74	73	72	88	77
	05/15/26	06/05/26	06/18/26	04/21/26			
^^Smoke Impact Probability	None	None	None	None			
**Timnath	76	73	71	71	73	78	74
	05/15/26	05/11/26	06/20/26	04/20/26			
^^Smoke Impact Probability	None	None	None	None			
Welby	73	72	72	70	69	83	74
	05/15/26	06/18/26	05/11/26	06/20/26			
^^Smoke Impact Probability	None	None	None	None			

* Based on 8-hour averages of raw 1-hour ozone data from the Colorado Department of Public Health and Environment (CDPHE) and consistent with Data Reporting and Handling Conventions outlined in 40 CFR Part 50 - Appendix P.

**The Platteville Observatory was brought off line 2/6/24 and replaced by the La Salle Tower monitor on 2/14/24

***The Fossil Creek monitor was brought online 8/2/2024 for the non-attainment area

** Mehaf Park was brought online 6/5/2025

The form of the standard is in parts per million (ppm), however, values in this table are expressed in parts per billion (ppb) for simplicity.
Data is synced monthly with Air Pollution Control Division (APCD) monthly ozone summary with final quality assurance conducted by APCD at end of ozone season.

* The 2024-2026 value is an estimate based on certified monitor data from 2024 and 2025 and uncertified current data from 2026 and is the average of the 4th highest monitored data by site over 2024-2026.

^^The smoke impact probability comes from the Smoke Impact Assessment System v2prepared for the RAQC. It is designed to determine the retrospective probability that smoke is impacting ozone formation at each monitor in the non-attainment area. Observational data and modeling results are used to determine a probability of smoke impact at each site, either none, low, moderate or high. The full report describing this project here

Orange	= 8-hour average ozone value exceeds 75 ppb 2008 standard
Yellow	= 8-hour average ozone value exceeds 70 ppb 2015 standard
Green	= 8-hour average ozone value does not exceed 70 ppb 2015 standard

For 2026 Ozone Season Count of calender days exceeding:

0 = Days > 84 ppb	18 = Days > 70 ppb
1 = Days > 80 ppb	33 = Days > 65 ppb
8 = Days > 75 ppb	51 = Days > 60 ppb

Date: June 30, 2026

From: Tom Moore
Planning Director and Policy Advisor

Mike Silverstein
Executive Director

To: North Front Range Planning Council

Subject: July 2026 RAQC Update

<u>Health Impacts Report</u>

Summary: The health impacts report on the health effects and impacts of ozone will be presented to the Board at their July 10th meeting and will be released to the public immediately following the Board meeting. The lead researchers for the report, **Dr. Sheryl Magzamen** and **Dr. Jon Samet** of the **Colorado School of Public Health**, will present on the report results and there will be time for discussion with the Board. We are very grateful to Drs. Magzamen and Samet for donating their time and expertise to this effort! The report results will be integrated into the 2026 Blueprint and into the RAQC website and other communications materials where appropriate.

Background: RAQC staff developed the idea for this report based on discussions about the Control Strategy Blueprint in 2025 and sought out interested expert researchers. The report is a supplementary effort to the 2026 Blueprint and has been under development since early 2026.

<u>Background Ozone and Transport Primer</u>

Summary: This presentation by RAQC Planning Director & Policy Advisor **Tom Moore** will focus on defining and explaining key scientific context related to "background" ozone, or ozone that contributes to our local ozone levels but comes from outside of our nonattainment area

Background: Background ozone is a topic that has come up numerous times in Board discussions about how to solve our ozone problem and reach attainment. This presentation is intended to provide context about what background ozone really means and what is known and unknown about it to inform discussions in the context of the Control Strategy Blueprint.

<u>Future Ozone Impact Analysis Report</u>

Summary: **Tom Moore** will also present the results of the Future Ozone Impact Analysis (FOIA) report and the Future OZone Impacts Estimator (FOZIE) Excel Dashboard developed for RAQC by consultant Ramboll. The report and FOZIE dashboard utilized modeling and analysis tools to estimate the potential emission reductions and ozone impacts for several future years if the control strategies in the Control Strategy Blueprint were to be implemented. The report findings will be summarized in presentation format at the July 10th Board meeting, followed by a deeper and more complete review at the July 13th virtual Public Workshop to Review Health Impact & FOIA Reports.

Background: This report is a supplementary effort to the 2026 Blueprint and has been under development since early 2026.

RAQC Air Quality Planning & Ozone Season Update

Summary: At this month's Board meeting, RAQC Senior Air Quality Data and Program Analyst Manager **Kelley Grubbs** will share an update on tracking ozone levels for the 2026 season. Air Quality Planning & Policy Manager **Kyra Reumann-Moore** will share a brief update on the development of the Control Strategy Blueprint and related work products and plans for 3 public workshops to gather stakeholder input this Summer.

Background: This topic continues ongoing discussions on various aspects of RAQC's Control Strategy Blueprint-related work in 2026, as well as RAQC's work to track regional ozone levels.

Recent RAQC meeting information: The following links agendas, materials, and brief summaries noting participants, discussion points, and next steps from the most recent meeting of each active committee and work group. Information from past as well as for upcoming committee meetings remains available on the RAQC website.

- Control Strategy Committee
- The Indirect Sources Work Group last met in May.

Upcoming RAQC Community Events/Board Engagement Opportunities

As a friendly reminder, the **August Board meeting is canceled.** Please enjoy the summer break! In the meantime, please see below for upcoming meetings and events.

Check out the **RAQC calendar** for information and links to register for the July and August workshops on Control Strategy Blueprint strategies.

RAQC staff have several upcoming events as part of the *Simple Steps. Better Air.* program's education and outreach efforts, now that it is ozone season. Please feel free to stop by and say hello! Feel free to reach out to Haley Mendoza with questions.

- **Fort Collins Food Truck Rally on July 7, July 21, and August 25**

- **Boulder Environmental, Nature, Outdoors Film Festival, July 16-19**
- **FOCO Fondo on July 18** – We have complimentary entries for anyone interested in participating in this biking event. Please reach out to Haley for more information.
- **Poudre RiverFest on August 8**
- **Civic Center EATS RAQC Air Quality Day on August 19**

Save the Date – Registration Now Open: The RAQC's annual **Clean Air Champions Happy Hour** will take place in the late afternoon and evening of **September 15th**. We hope to have Board members and other folks across the region join us to recognize leaders and businesses that demonstrate a commitment to improving the region's air quality. Register for this free event here.

North Front Range Metropolitan Planning Organization

MEMORANDUM

To: **NFRMPO Planning Council**
From: **Elizabeth Relford**
Date: **July 2, 2026**
Re: **Executive Director Written Report**

Following are the June organizational updates.

- We will discuss signing onto an IMW MPO letter of support for the Build America 250 Act.
- We will also discuss submitting a letter to OMB regarding the upcoming rulemaking for 2 CFR 200.
- Completed contracting the AQE's award of $300,000 for the Ozone Exchange Conference on October 26-28, 2026.
- The official cutover from our Great Plains financial system to Acumatica is April 30th.
- Employers Council Change Order to increase the number of hours for HRx (HR Consultant) to complete the updating job descriptions, the compensation plan, and performance document revisions will go into effect August 1, 2026.
- As a team we agreed to the following Organizational Core Values, which will be now be included on the job descriptions:

NFRMPO Core Values

1. Excellence: We serve Northern Colorado with high-quality work grounded in professionalism, accuracy, and innovation by providing trusted expertise to support informed regional decision-making.
2. Leadership: We lead through service, listening first, empowering others, and using our vision, initiative, and expertise, to support regional partners and advance solutions to benefit the communities we serve.
3. Accountability: We take ownership of our responsibilities, follow through on commitments, and deliver reliable, measurable results that support effective stewardship of public resources.
4. Collaboration: We foster strong partnerships, working cooperatively with member communities, stakeholders, and the public to achieve shared regional goals.
5. Integrity: We act with honesty, fairness, transparency, and respect grounded in consistent trust, ethical judgment, and shared responsibility.

- The Mobility Team received three different grant awards totaling $405,666.20. These grants support the development, pilot, implementation, automation, and continued scalability of RideNoCo's technology platform. Collectively, these investments will strengthen RideNoCo's technology infrastructure, improve referral tracking and partner coordination, increase platform efficiency, and expand access to reliable transportation assistance for individuals with disabilities and other priority populations across the region. Most importantly, this funding will help create a more responsive, connected, and accountable mobility coordination system that reduces barriers, improves access to essential services, and supports greater independence and quality of life for residents throughout Northern Colorado. Next steps are contracting for the funding.
  - The Office of eHealth Innovation (OeHI) grant for $47,000 will help initiate development of the Ride Coordination Exchange Project and support the early pilot phase of RideNoCo's closed-loop referral system through project planning, implementation milestones, risk mitigation, metrics, and a defined timeline.
  - The New and Innovative Idea Grant through the Colorado Department of Labor and Employment (CDLE) for $217,666.20 will allow RideNoCo to move from planning and piloting into full implementation and long-term scalability of the closed-loop referral platform.
  - In addition, the SIPA grant for $141,000 will allow NFRMPO to contract with a developer to automate features throughout the RideNoCo platform, streamline manual processes, and invest in additional APIs that will connect RideNoCo with more transit providers.
- Statewide Transit Pass Report due to the State Legislature – July 1.
- Provided two FTA TOD letters of support to the City of Fort Collins and the City of Loveland.

North Front Range Metropolitan Planning Organization

MEMORANDUM

To: **Planning Council**
From: **Elizabeth Relford**
Date: **July 6, 2026**
Re: **Intermountain West MPO Perspectives on the BUILD America 250 Act**

Following is a draft letter of support from the Intermountain West MPOs and I would appreciate the Planning Council's support to sign it.

Metropolitan Planning Organizations (MPOs) of the Intermountain West – Arizona, Colorado, Idaho, New Mexico, Nevada, Utah, and Washington – appreciate the leadership of the U.S. House Transportation and Infrastructure Committee in advancing the BUILD America 250 Act and laying the groundwork for the next federal surface transportation reauthorization bill. Our regions, including some of the nation's fastest-growing metropolitan areas, rely on a strong federal-state-regional-local transportation partnership to maintain mobility, support economic competitiveness, and accommodate quality of life as our areas continue to grow. Overall, we view the proposal as a strong foundation for reauthorization. The bill refines the framework established under recent transportation authorizations, preserving robust federal investment levels and advancing the valuable role that MPOs play in regional transportation planning and project development.

BUILD America 250 includes several provisions that are particularly beneficial to metropolitan regions. We would like to see the following important provisions prioritized and included in the subsequent Senate titles, and final version of the bill:

- Continued support for core formula programs that provide states and MPOs with predictable funding to address regional transportation needs.
- Increases to key MPO-administered programs, including Metropolitan Planning (PL) funds and the Surface Transportation Block Grant Program (STBG). A 22% increase over 5 years in PL is a meaningful start, but those gains are somewhat offset with inflationary impacts. PL funds are the core source of federal financial support for MPOs to conduct transportation planning and are the foundation of project delivery. If it doesn't get planned, it doesn't get built.
- Preservation and enhancement of local funding set-asides within the Bridge Investment Program, and the new Surface Transportation Assistance Grant (STAG) Program, ensuring that metropolitan regions and local governments continue to have direct access to transportation funding for projects that address community priorities and regional needs.
- Continuation of the Safe Streets and Roads for All (SS4A) program, which has provided valuable resources to local governments seeking to improve transportation safety and reduce roadway fatalities.
- Improvements to the Capital Investment Grant (CIG) program, including bipartisan supported language offered by Representative Burgess Owens (UT) that would allow for the consideration of population growth and transit-oriented planning rate when fixed-guideway

projects are evaluated in the Capital Investment Grant Program. This change recognizes the realities facing rapidly growing metropolitan areas throughout the Intermountain West, and the opportunity to coordinate development and transit investment.

- Inclusion of project delivery and permitting reforms intended to streamline the efficiency of federal review processes. This is a critical theme of BA250 that provides greater predictability, reduces duplicative reviews, and accelerates project implementation while maintaining meaningful environmental stewardship, public involvement, and coordination with local and regional planning processes.

We encourage Congress to continue refining the proposal as reauthorization advances, and would ask that the following be considered:

- Additional investment in core formula programs remains warranted. Although the bill provides increases for programs such as PL and STBG, rapidly growing metropolitan regions continue to face transportation demands that outpaced available resources. Greater investment in PL and STBG would provide MPOs, local governments, and states with the ability to address region-specific priorities while improving system performance and reliability.
- We remain concerned that the proposal does not meaningfully address the long-term structural challenges facing the Highway Trust Fund. While maintaining current funding levels provides near-term certainty, a sustainable revenue solution will ultimately be necessary to ensure the continued viability of the federal transportation program. We do, however, recognize the effort associated with a proposed Electric Vehicle registration fee.
- We encourage Congress to examine highway formula funding fairness. Current apportionment methodologies continue to rely on outdated data that do not fully reflect the significant population growth experienced by many western states. Fast-growing regions are often required to accommodate substantial increases in travel demand before federal formula distributions fully recognize those changes. Reauthorization presents an opportunity to modernize funding formulas and better align federal investment with current population and transportation realities.
- We are monitoring the proposed Highway Block Grant Program and other provisions that could alter the distribution of federal transportation resources. While additional flexibility can be beneficial, any new funding structure should be carefully evaluated to ensure it preserves transparency, predictability, and equitable distribution among growing states and metropolitan regions.
- We encourage considering the inclusion of advanced appropriations for core transportation programs. The use of advanced appropriations in the IIJA provided valuable funding certainty and helped ensure that transportation agencies could effectively deliver major infrastructure investments. This is particularly important for transit programs, which would otherwise experience a substantial reduction from IIJA funding levels despite continued growth in demand and infrastructure needs across many metropolitan regions.

As Congress continues work on surface transportation reauthorization, the MPOs of the Intermountain West look forward to partnering with federal policymakers to strengthen the bill and ensure that transportation investments support the needs of rapidly growing communities. We appreciate the committee's efforts to preserve the core federal transportation program while providing targeted improvements and look forward to continued dialogue on how best to position the nation's transportation system for the next generation of growth and opportunity.

Sincerely,

Community Planning Association of Southwest Idaho
Denver Regional Council Of Governments
Maricopa Association of Governments
Mid Region Council of Governments
Mountainland Association of Governments
North Front Range Metropolitan Planning Organization
Pikes Peak Area Council of Governments
Pima Association of Governments
Regional Transportation Commission of Southern Nevada
Regional Transportation Commission of Washoe County
Sacramento Area Council of Governments
Spokane Regional Transportation Council
Wasatch Front Regional Council

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nfrmpo.org

North Front Range Metropolitan Planning Organization

July 6, 2026

Docket ID No. OMB-2026-0034
RIN 0348-AB88
Regulation for Federal Financial Assistance
Office of Management and Budget
Submitted via www.regulations.gov

Subject: North Front Range Metropolitan Planning Organization Comments on the Proposed Rulemaking: Uniform Guidance for Federal Financial Assistance (2 CFR Part 200 Rewrite)

To Whom It May Concern:

The North Front Range Metropolitan Planning Organization (NFRMPO) appreciates the opportunity to submit comments on the Office of Management and Budget's (OMB) proposed rewrite of 2 CFR Part 200, published on May 29, 2026. As the federally designated Metropolitan Planning Organization for the North Front Range region, serving a population of 574,000, our agency is legally mandated by 23 U.S.C. § 134 and 49 U.S.C. § 5303 to carry out the continuing, cooperative, and comprehensive (3C) multimodal transportation planning process. We manage an $8 million dollar budget in various funding sources, including but not limited to, Consolidated Planning Grant (CPG), FHWA PL, and FTA Section 5303 funds.

While the NFRMPO supports efforts to modernize federal financial assistance, transforming 2 CFR 200 into a highly rigid "Uniform Grants Regulation" introduces severe structural disruptions to regional planning. We echo and support the concerns raised by the Association of Metropolitan Planning Organizations (AMPO) and the American Association of State Highway and Transportation Officials (AASHTO). Furthermore, we respectfully urge OMB to modify the following four additional provisions before finalizing the rule:

1. Discretionary Termination Power Threatens Long-Range Infrastructure Commitments (2 CFR 200.340)

The proposed expansion of federal authority to terminate or suspend awards mid-cycle if they "no longer advance agency priorities or the national interest" is fundamentally incompatible with regional transportation planning. Under federal law, MPOs must maintain a fiscally constrained, 20-year Long-Range Transportation Plan (LRTP) and a 4-year Transportation Improvement Program (TIP).

- **The Impact:** Allowing federal agencies to abruptly cancel discretionary infrastructure or planning grants mid-project based on shifting political or programmatic definitions of "national interest" will collapse local funding matches, invalidate regional fiscal constraint calculations, and halt critical air quality conformity and safety studies.

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- **Requested Action:** Exempt multi-year transportation planning, formula-tied, and TIP-programmed grants from discretionary "national interest" terminations. Retain the current standard requiring mutual consent or a documented performance breach.

2. Severe Inequity via De-prioritization of Negotiated Indirect Cost Rates (2 CFR 200.205)
The proposed preference for scoring discretionary grant applications more favorably if an applicant agrees to a lower indirect cost rate directly penalizes regional public agencies. MPOs rely on government-negotiated indirect cost rates (or regional Cost Allocation Plans) to fund the administrative overhead required to comply with federal Title VI, environmental justice, and public participation mandates.

- **The Impact:** Forcing MPOs to artificially suppress or forfeit their legally negotiated F&A/indirect cost recovery to remain competitive for discretionary grants shifts a severe, unsustainable financial burden onto our local member cities and counties via increased local dues.
- **Requested Action:** Remove any language in § 200.205 that allows federal agencies to score proposals based on an applicant's willingness to accept lower than their officially negotiated indirect cost rates.

3. Unworkable Subrecipient Liability on Local Government Subawards
As regional planning bodies, MPOs frequently pass federal planning or sub-allocated capital funds down to smaller municipal subrecipients (cities, towns, and transit providers) for local corridor studies, active transportation plans, or pilot projects. The proposed rule shifts near-absolute financial and legal liability for subrecipient compliance failures directly onto the prime recipient.

- **The Impact:** MPOs do not have the legal authority or the administrative staffing to act as absolute financial guarantors for independent local municipalities. Forcing this level of liability onto MPOs will severely bottleneck local suballocations, stalling micro-transit initiatives and localized safety improvements in underserved communities.
- **Requested Action:** Maintain a risk-based monitoring framework that evaluates prime recipients based on their due diligence, rather than holding them strictly liable for a subrecipient's unpredictable administrative errors.

4. Disproportionate Administrative Burden of Expanded E-Verify and Viewpoint Mandates
The proposed rules require every subrecipient, contractor, and sub-contractor to participate in the DHS E-Verify system and enforce strict viewpoint-neutral speech policies on any property adjacent to or utilizing federal funds.

- **The Impact:** MPOs operate through extensive public engagement networks, often utilizing local public transit hubs, municipal spaces, and contracted regional consulting firms. Forcing small, localized consulting firms or community-based organizations executing public outreach contracts into expansive federal tracking registries creates severe administrative friction and deters minority- and women-owned business enterprises (MWBE) from participating in regional planning.

North Front Range Metropolitan Planning Organization

- **Requested Action:** Establish reasonable de minimis dollar thresholds (e.g., contracts exceeding $250,000) before triggering expansive corporate registry and E-Verify mandates.

The NFRMPO appreciates OMB's work to improve transparency and efficiency in federal financial assistance. The NFRMPO shares these goals and are committed to responsible stewardship of federal transportation funds. In addition, we support the proposed provisions that would streamline grants and reduce burden, while ensuring a cooperative planning process that requires regulatory predictability. Therefore, to ensure the final rule supports the effective implementation across transportation programs, we strongly request that OMB extend the comment window or pause this rulemaking to thoroughly evaluate the systemic impacts on regional transportation planning.

Thank you for your consideration of the regional impacts on our transportation network.

Sincerely,

Kristin Stephens
NFRMPO Chair

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FRPR

Front Range Passenger Rail District
Board of Directors 2026
REGULAR MEETING
Join Zoom Meeting

Join by Phone: 720-707-2699
Webinar ID: 846 0703 5098
Friday, June 26, 2026, 9:00 AM

AGENDA

1. **Call to Order; Roll Call, Establish Quorum** **(Pg. 3)**
2. **Public Comment**
   Advance registration is required to speak during Public Comment. The order of speaking is on a first-come, first-served basis. Public comments will be limited to 3 minutes per person. People wishing to make a comment must sign-up before the start of the meeting at https://bit.ly/FRPRD_PublicComment.
3. **May 29, Meeting Minutes**
   A. The May 29, 2026, Meeting Minutes will be presented at the July Board Meeting
4. **General Manager's Report**
   A. Ballot Access Plan Schedule **(Pg. 4-6)**
   B. Polling Review
   C. Surrogate Speakers for Speaker's Bureau
   D. In-Person Board Meeting — August 28
5. **Ernst & Young Financial Modeling**
6. **State Report**
7. **Committee Reports**
   A. Government Affairs/Communications
   B. Finance
      i. District Finances **(Pg. 7-11)**
   C. Planning
   D. Executive

FRPR

8. **Board Action Items (Pg.12-84)**

   A. Resolution 2026-19 Authorizing the General Manager to Execute a Contract for Services with Bagley Consulting **(Pg 12-23)**

   B. Resolution 2026-20 Authorizing the General Manager to Execute a Contract for Services with Telephone Town Hall **(Pg. 24-34)**

   C. Resolution 2026-21 Authorizing the General Manager to Negotiate and Execute a Contract with Kabza for Direct Mail Communications Services **(Pg 35-62)**

   D. Resolution 2026-22 Authorizing the General Manager to Execute Task Order No. 2 with Aspect Strategic **(Pg 63-68)**

   E. Resolution 2026-23 Amending the Local Return Program Deadline **(Pg. 69-77)**

   F. Resolution 2026-24 Identifying a Station Location Serving Northern Colorado Springs **(Pg. 78-80)**

   G. Resolution 2026-25 Expressing Support for the City of Fort Collins' Application to the FTA's Pilot Program for TOD Planning **(Pg. 81-84)**

   H. Loveland TOD Application

9. **Board Discussion Items (Pg. 85-105)**

   A. Local Return Discussion

   B. Fare Policy - HNTB **(Pg. 85-96)**

   C. Burnham Yard / S Broadway **(Pg. 97-100)**

   D. Board of Directors Master Calendar **(Pg. 101-105)**

10. **Director Updates**

11. **Adjourn**

Front Range Passenger Rail District
Board of Directors

Need 9 voting members present for a quorum.

Representation	Name	Executive	Finance	Planning	GA/Comms
Gov Appt.	John Putnam	Chair	X	X	X
DRCOG	Chris Nevitt	Vice Chair	X	X	X
SCCOG	Luis Lopez	Treasurer	Chair		
DRCOG	Joan Peck	Secretary		X	X
PPACG	Cory Applegate				
Union Pacific	*Nathan Anderson*				
NFRMPO	Tricia Canonico			X	X
Gov Appt.	Daneya Esgar				X
PACOG	Miles Lucero				
Govt. Appt.	Maria Garcia Berry	X			X
New Mexico	*David Harris*				
RTD	*Debra Johnson*				
I-70 Coalition	*Michael Koch*				X
Govt. Appt.	Josh Laipply		X	Chair	
Govt. Appt.	Claire Levy			X	X
NFRMPO	Jon Mallo		X	X	X
DRCOG	Deborah Mulvey			X	Chair
Amtrak	*Nicole Bucich*			X	
DRCOG	Sarah Nurmela			X	
Govt. Appt.	Jose Soto		X	X	X
Wyoming	*Dale Steenbergen*				
CDOT	Herman Stockinger	X			X
Colorado Springs ~ PPACG	Gayle Sturdivant			X	
BNSF	*Jim Tylick*				

Directors in italics are non-voting.

FRPRD Timeline

June 2026

6/10 – Planning Committee

- Review updated Local Return Policy
- Review North Colorado Springs station concept
- Review Special Event Stop policy and locations (discussion item and update)
- Review and discussion of fare policy (discussion item and update)

6/15 – Financial Modeling & Polling

- Finalize polling results
- Complete financial modeling, including:
    - Tax rate scenarios
    - Debt assumptions
    - Service phasing
    - Capital and operating cost assumptions
    - Briefings with key stakeholders, including host railroads

6/17 – Branding Finalization

- Final branding package completed

Week of 6/22 - Launch CoCo Conductor Program (launched June 8th)

June–July

- Partner power mapping and coalition-building effort
- Grassroots organizers hired

June–Early July

- Station community work sessions and local government briefings

6/16 Exec / Finance Committee

- Mail consultant?
- Other briefings?

6/26 – FRPRD Board Meeting

- Approve updated Local Return Policy
- Approve North Colorado Springs concept

- Special Event Stop policy discussion - policy recognized in Delivery Plan
- Review and discussion of fare policy - policy recognized in Delivery Plan

Tuesday June 30

- Reception at apta Baltimore

July 2026

Early July

- Release executive summary and public-facing Delivery Plan materials
- Release financial plan
-

7/8 – Planning Committee

- Soft launch Release Draft Delivery Plan for committee review
- Soft launch branding rollout

7/12 Sunday – Public Branding Rollout (pushed back for website completion)

- Public launch of CoCo branding
- Website rollout
- Branding release event / launch party

Week of 7/13 - Delivery Plan rollout

Mid July–Mid August

- Paid communications campaign
- Ten regional town hall meetings

July / Early August

- Coalition endorsement rollout and stakeholder sign-on effort

7/24 – FRPRD Board Meeting

- Approve Final Delivery Plan / Station area narratives included

7/31 - end of July

- Complete all station area videos and FRPRD video / release station area document

August 2026

August

- Board review of final financial plan and accountability/reporting framework

8/15 - Last day of most public paid communications

8/16 - Last day of most public paid communications

8/17 - FRPRD notices Executive Committee / Finance Committee

- FRPRD potentially notices public ballot language
- FRPRD potentially notices public to submit pro/con statements by August 31
- All communications ends

8/18 – Executive & Finance Committee (do we want to push this back a week?)

- Review proposed ballot language
- Quiet period begins
- Complete most consultant contracts and make final payments

8/28 – FRPRD Board Meeting

- Potential referral of ballot language

FRONT RANGE PASSENGER RAIL DISTRICT

FINANCIAL STATEMENTS

MAY 31, 2026

Front Range Passenger Rail District
Balance Sheet - Governmental Funds
May 31, 2026

	General	Total
Assets		
1st Bank	$ 87,572.06	$ 87,572.06
Colotrust	1,209,092.89	1,209,092.89
Prepaid Expenses	9,650.00	9,650.00
Office Space Deposit	8,500.00	8,500.00
Total Assets	$ 1,314,814.95	$ 1,314,814.95
Liabilities		
Accounts Payable	$ 437,512.81	$ 437,512.81
Accrued Liabilities	18,671.13	18,671.13
Credit Card Liabilities	4,189.25	4,189.25
Total Liabilities	460,373.19	460,373.19
Fund Balances	854,441.76	854,441.76
Liabilities and Fund Balances	$ 1,314,814.95	$ 1,314,814.95

See selected information and the summary of significant assumptions.

Front Range Passenger Rail District
General Fund Statement of Revenues, Expenditures and Changes in Fund Balances - Budget and Actual
For the Period Ending May 31, 2026

	MTD Budget	MTD Actual	Variance	YTD Budget	YTD Actual	Variance	Annual Budget
Revenues							
Interest Income	$ 3,333.00	$ 2,586.02	$ (746.98)	$ 16,665.00	$ 11,962.73	$ (4,702.27)	$ 40,000.00
Intergovernmental - State - CDOT	-	-	-	3,000,000.00	1,500,000.00	(1,500,000.00)	3,000,000.00
Total Revenue	3,333.00	2,586.02	(746.98)	3,016,665.00	1,511,962.73	(1,504,702.27)	3,040,000.00
General and Administration							
Payroll & Benefits	43,750.00	48,791.69	5,041.69	218,750.00	269,774.01	51,024.01	525,000.00
Accounting	5,583.00	8,000.00	2,417.00	27,915.00	39,981.01	12,066.01	67,000.00
Auditing	-	-	-	-	-	-	16,500.00
Outreach, Marketing, and Branding	47,083.00	33,094.34	(13,988.66)	235,415.00	423,858.95	188,443.95	565,000.00
Legislative Services	6,667.00	6,000.00	(667.00)	33,335.00	31,000.00	(2,335.00)	80,000.00
Dues and Membership	-	-	-	1,763.00	1,735.50	(27.50)	9,763.00
Insurance	-	-	-	7,500.00	9,831.00	2,331.00	7,500.00
Legal	18,333.00	17,000.00	(1,333.00)	91,665.00	86,940.08	(4,724.92)	220,000.00
IT Services	833.00	1,441.25	608.25	4,165.00	8,433.35	4,268.35	10,000.00
General Admin	708.00	-	(708.00)	3,540.00	481.08	(3,058.92)	8,500.00
Office Supplies - General	125.00	359.65	234.65	625.00	5,065.10	4,440.10	1,500.00
Office Space	9,650.00	9,650.00	-	46,750.00	46,750.00	-	114,300.00
Ballot costs	-	-	-	-	-	-	1,000,000.00
Office Supplies - Software	667.00	2,213.35	1,546.35	3,335.00	23,657.59	20,322.59	8,000.00
Board Expense	2,500.00	-	(2,500.00)	12,500.00	20,041.37	7,541.37	30,000.00
Conferences/Travel - Board	417.00	230.40	(186.60)	2,085.00	5,427.57	3,342.57	5,000.00
Conferences/Travel - Staff	417.00	3,255.31	2,838.31	2,085.00	11,441.78	9,356.78	5,000.00
Utilities	155.00	113.59	(41.41)	775.00	810.78	35.78	1,855.00
Website	208.00	92.00	(116.00)	1,040.00	2,257.71	1,217.71	2,500.00
Contingency	-	-	-	19,582.00	-	(19,582.00)	19,582.00
Station Area Planning	35,417.00	44,043.00	8,626.00	177,085.00	195,746.50	18,661.50	425,000.00
Research	18,750.00	750.00	(18,000.00)	93,750.00	49,600.00	(44,150.00)	225,000.00
Grassroots and Coalition Building	66,167.00	134,444.00	68,277.00	330,835.00	563,596.96	232,761.96	794,000.00
Total General and Administration	257,430.00	309,478.58	52,048.58	1,314,495.00	1,796,430.34	481,935.34	4,141,000.00
Operating Expenditures							
Financial Modeling	-	-	-	-	131,970.50	131,970.50	-
Total Operating Expenditures	-	-	-	-	131,970.50	131,970.50	-
Total Expenses	257,430.00	309,478.58	52,048.58	1,314,495.00	1,928,400.84	613,905.84	4,141,000.00
Net Change in Fund Balances	(254,097.00)	(306,892.56)	(52,795.56)	1,702,170.00	(416,438.11)	(2,118,608.11)	(1,101,000.00)
Fund Balance - Beginning	3,277,092.00	1,161,334.32	(2,115,757.68)	1,301,240.00	1,270,879.87	(30,360.13)	1,301,240.00
Fund Balance - Ending	$ 3,022,995.00	$ 854,441.76	$ (2,168,553.24)	$ 3,003,410.00	$ 854,441.76	$ (2,148,968.24)	$ 200,240.00

See selected information and the summary of significant assumptions.

SUPPLEMENTARY INFORMATION

Front Range Passenger Rail District
Schedule of Cash Position
May 31, 2026
Updated as of June 5, 2026

			General		Total
1st Bank - Checking Account					
Balance as of 05/31/26		$	87,572.06	$	87,572.06
Subsequent activities:					
06/01/26	Transfer from CT		100,000.00		100,000.00
06/02/26	Transfer from CT		40,000.00		40,000.00
06/02/26	Payroll Wages - Backpay		(22,904.40)		(22,904.40)
06/02/26	Payroll Taxes - Backpay		(17,570.33)		(17,570.33)
06/02/26	Bill.com Payables		(102,586.75)		(102,586.75)
06/03/26	Bill.com Payables		(16,500.00)		(16,500.00)
06/03/26	Retirement Disbursement - 401a - Backpay		(6,943.46)		(6,943.46)
06/04/26	Retirement Disbursement - 401a - Backpay		(1,236.05)		(1,236.05)
06/08/26	Transfer from CT		150,000.00		150,000.00
06/08/26	CEBT		(8,399.66)		(8,399.66)
06/10/26	Xcel		(113.59)		(113.59)
	Anticipated transfer from CT		*300,000.00*		*300,000.00*
	Anicipated retirement contribution - April		*(3,354.99)*		*(3,354.99)*
	Anticipated Bill.com Payables		*(436,069.90)*		*(436,069.90)*
	Anticipated balance		61,892.93		61,892.93
Colotrust Plus - Investment Account					
Balance as of 05/31/26		$	1,209,092.89	$	1,209,092.89
Subsequent activities:					
6/1/2026	Transfer to 1st Bank		(100,000.00)		(100,000.00)
6/2/2026	Transfer to 1st Bank		(40,000.00)		(40,000.00)
06/08/26	Transfer to 1st Bank		(150,000.00)		(150,000.00)
	Anticipated Transfer to 1st Bank	`	*(300,000.00)*		*(300,000.00)*
	Anticipated balance		619,092.89		619,092.89
	Total Anticipated balances	***$***	***680,985.82***	***$***	***680,985.82***

Current Yield (As of 04/30/26)

COLOTRUST PLUS - 3.7663%

RESOLUTION NO. 2026-19
OF THE FRONT RANGE PASSENGER RAIL DISTRICT
AUTHORIZING THE GENERAL MANAGER TO EXECUTE A CONTRACT FOR SERVICES WITH BAGLEY CONSULTING

WHEREAS, pursuant to Section 32-22-101, *et seq.*, C.R.S. (the "Act"), the Front Range Passenger Rail District (the "District") was established as a body politic and corporate and a political subdivision of the state to research, develop, construct, operate, and maintain an interconnected passenger rail system within the front range that is competitive in terms of travel time for comparable trips with other modes of surface transportation; and

WHEREAS, Section 32-22-105(2)(d), C.R.S. authorizes the Board of Directors of the District (the "Board") to pass resolutions necessary for the government and management of the affairs of the District and the execution of the District's powers and duties; and

WHEREAS, pursuant to Section 32-22-105(2)(g)-(h), C.R.S., the Board is authorized to appoint, hire, and retain engineers and other professional consultants, and to prescribe methods for the performance or furnishing of labor, materials, or supplies that may be required to carry out the purposes of the Act; and

WHEREAS, the District has adopted a comprehensive Ballot Access Plan outlining the technical, planning, research, legislative, financial, and public-engagement work required to prepare for a potential 2026 ballot referral; and

WHEREAS, successful execution of the Ballot Access Plan requires coordinated, region-wide coalition outreach across multiple stakeholder sectors and station communities; and

WHEREAS, the District previously engaged Bagley Consulting LLC ("Consultant") for relational engagement, social media, and digital infrastructure support services in support of the District's Ballot Access Plan; and

WHEREAS, the District now desires to enter a new contract to perform social media advertising and promotional management services, as further described in the scope of services attached to the contract, attached to this resolution as **Exhibit A**; and

WHEREAS, pursuant to the District's *Procurement and Purchasing Policy for Goods and Services* the Board's Finance Committee must authorize a District contract of more than $20,000 and refer it to the Board for approval at the following Board meeting and the Board must authorize a District contract of $150,000 or more by resolution; and

WHEREAS, the Finance Committee has reviewed the proposed scope and cost and recommends authorizing the General Manager to execute the contract with the Consultant; and

WHEREAS, the Board now desires to authorize the General Manager to execute the contract with the Consultant in the form provided in Exhibit A pursuant to the scope, price, and payment schedule described in the scope of services under the contract.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the District that:

1. Authorization to Execute.
   The Board hereby authorizes the General Manager to execute the contract with the Consultant in the form provided in Exhibit A with such changes as approved by the District's general counsel and consistent with the scope and payment structure outlined in Exhibit A to the contract.

2. Contract Amount.
   The contract amount for the additional services under Task Order 2 shall not exceed $150,000 without further Board approval.

[*Signatures follow*]

APPROVED this 26th day of June 2026.

____
Chair

ATTEST:

____
Secretary

EXHIBIT A
Contract for Services with Bagley Consulting LLC

[*See Attached*]

CONTRACT FOR SERVICES

This contract for services (the "Contract") is made and entered into as of the Effective Date (defined below) by and between Bagley Consulting LLC, a New York limited liability company (the "Consultant") and the Front Range Passenger Rail District, a body politic and corporate and a political subdivision of the State of Colorado (the "District") (each individually referred to herein as a "party" and collectively as the "parties").

RECITALS

WHEREAS, pursuant to Section 32-22-101, *et seq.*, C.R.S. (the "Act"), the District was established to research, develop, construct, operate, and maintain an interconnected passenger rail system within the front range that is competitive in terms of travel time for comparable trips with other modes of surface transportation; and

WHEREAS, except as otherwise specifically provided, the Board of Directors of the District (the "Board") exercises and performs all powers, privileges, and duties vested in or imposed upon the District in the Act; and

WHEREAS, pursuant to Section 32-22-105(2)(g)-(h), C.R.S., the Board is further authorized to appoint, hire, and retain professional consultants; to prescribe methods for the letting of contracts for labor, materials, or supplies; and to prescribe methods for the performance or furnishing of labor, materials, or supplies that may be required to carry out the purposes of the Act.

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein, the Consultant and the District hereby agree as follows:

TERMS AND CONDITIONS

1. Scope of Services

a. The Consultant shall perform the services described in **Exhibit A**, attached hereto and incorporated herein by this reference (the "Services") in a professional manner, using the degree of skill and knowledge customarily employed by other professionals performing similar services.

b. Exhibit A may take any form, including forms which may include price and payment terms. In the event of any conflict between terms set forth in the body of this Contract and terms set forth in Exhibit A, the terms in the body of this Contract shall govern. Consultant shall have no right or authority, express or implied, to take any action, expend any sum, incur any obligation, or otherwise obligate the District in any manner whatsoever, except to the extent specifically provided in this Contract (including Exhibit A) or through other authorization expressly delegated to or authorized by the District through its Board.

2. Period of Services and Termination

a. The period for providing the Services and deliverables under this Contract shall commence on June 26, 2026 (the "Effective Date") and continue through August 15, 2026.

b. The District may suspend or pause the Services, in whole or in part, at any time if sufficient funding is not secured or appropriated to support continuation of the Services. In such event, the District shall provide written notice to Consultant of such suspension. Consultant shall cease work upon receipt of such notice and promptly provide an invoice for all Services provided prior to suspension of the Services. The District will compensate Consultant for all Services provided prior to notice being given of the suspension of Services.

c. Either Party shall have the right to terminate this Contract at any time, with or without cause, by providing written notice of termination to the other Party and effective upon the date of such notice. Upon termination, Consultant shall provide an invoice for all Services provided as of the date of such notice, and the District will compensate Consultant for all Services provided through the date of such notice.

3. Compensation

The District will pay Consultant in the amount set forth in Exhibit A. This sum shall compensate Consultant for the performance of all the Services, excepting any additional Services requested in accordance with Section 5 of this Contract.

4. Payment and Invoicing

a. Unless otherwise provided for in Exhibit A, payment shall be made within 30 days following the receipt of an invoice by the District ("Due Date"), provided that the District receives such invoice before the regular monthly draw date (which date is the 15th day of each month unless Consultant receives written notice from the District of any change to that date). Consultant shall submit invoices each month to frontrangeprd@bill.com, with a copy to procurement@frprdistrict.com.

b. If the District objects to any invoice submitted by Consultant, the District shall so advise Consultant in writing giving reasons therefor. If any invoice submitted by Consultant is disputed by the District, only that portion so disputed may be withheld from payment, and the remainder shall be payable within the timeframe set forth in this Section 4.

c. Any Consultant travel must be pre-approved by the District and will be separately invoiced for reimbursement within 30 days of associated travel.

d. The District may pay the Consultant through various funding forms, including through a grant from the Colorado Department of Local Affairs ("DOLA Grant"). If the District chooses to pay the Consultant with funds from a DOLA Grant, such funds are provided to the District via a reimbursement process. The Consultant shall comply with all requirements of such reimbursement process, including performing DOLA Grant-reimbursed Services under a separate Task Order(s) as described in Section 5.

5. Additional Services by Task Order

Any additional Services to be provided by Consultant not set forth in Exhibit A will only be performed pursuant to written directives from the District to the Consultant (each, a "Task Order"), which provide a detailed description of either the specific additional Services or tasks to be performed, the personnel to be assigned, the time frame for the subject Services to be performed, and the amount Consultant will be compensated for such additional Services, together with such other terms and conditions as the District may require. Task Orders will be effective only if in writing and signed by the District and Consultant. Any Task Order so executed shall constitute an amendment pursuant to Section 14 of this Contract.

6. Annual Appropriation

Notwithstanding anything to the contrary contained in this Contract, the District shall have no obligations under this Contract after, nor shall any payments be made to Consultant in respect of any period after December 31 of any year, without an appropriation therefor by the District in accordance with a budget adopted by the Board in compliance with the Local Government Budget Law at Section 29-1-101, *et seq.*, C.R.S., and Article X, Section 20 of the Colorado Constitution ("TABOR").

7. Consultant Personnel

Consultant shall make available professionals of recognized experience and qualifications to work on this matter. Consultant represents that at all times in the performance of the Services, Consultant's personnel shall comply with any and all applicable laws, codes, rules, and regulations. The Consultant understands and acknowledges that the District, its Board, and employees are subject to Colorado's Fair Campaign Practices Act, TABOR, and the Uniform Election Code of 1992.

8. Insurance

a. Consultant shall carry and maintain (unless otherwise specified) during the term of this Contract:

(i) commercial general liability insurance covering premises operations, fire damage, independent contractors, products and completed operations, blanket contractual liability, personal injury, and advertising liability, with minimum limits of $1,000,000 (each occurrence), $1,000,000 (general aggregate), $1,000,000 (products and completed operations aggregate), and $50,000 (any one fire); and

(ii) workers' compensation insurance as required by Colorado law, during the term of this Contract.

b. Consultant and its employees will not operate any automobiles (whether owned, non-owned, or hired) in the performance of the Services under this Contract. Prior to operating any automobiles in the performance of Services, Consultant shall be required to provide evidence of business automobile liability insurance with a minimum limit of $1,000,000 each accident (combined single limit).

c. The District and the State of Colorado shall be named as additional insured on all commercial general liability policies.

d. Consultant's coverages shall be primary over any insurance or self-insurance program carried by District or the State of Colorado.

e. Consultant's insurance policies shall include clauses stating that each carrier shall waive all rights of recovery under subrogation or otherwise against District or the State of Colorado, its agencies, institutions, organizations, officers, agents, employees, and volunteers.

f. Consultant shall provide the District certificates evidencing the insurance coverage required in this Contract within 7 business days following the Effective Date.

g. No later than 15 days before the expiration date of any coverage, Consultant shall deliver to the District certificates of insurance evidencing renewals of coverage.

9. Indemnification

Consultant shall defend, release, indemnify, save, and hold harmless the District, its officers, agents, and employees from and against and all claims, demands, suits, actions, liabilities, costs, expenses, causes of action, or other legal, equitable or administrative proceedings of any kind or nature whatsoever, of or by anyone whomsoever, arising out of the acts or omissions of Consultant in its performance under this Contract. This Section 8 shall survive termination of this Contract. Consultant shall not be liable to the District for any consequential damages resulting in any way from the performance of the Services.

10. Relationship of the Parties

Consultant shall perform under this Contract as an independent contractor and it is not intended, nor shall it be construed, that Consultant or any employee or subcontractor to Consultant, is an employee, partner, or joint venture of the District for any purpose whatsoever.

11. Work Product; Open Records

a. Delivery of the Services may require the Consultant to use data belonging to the District. Any data provided by the District will remain property of the District. Additionally, all Records prepared by Consultant in connection with the Services shall become property of the District. Consultant shall execute written assignments to the District of all rights (including common law, statutory, and other rights, including copyrights) to the same as the District shall from time to time request. For purposes of this Section 11, “Records” includes any data, materials, information, documents, or work product created by any employee or subconsultant in connection with the performance of the Services under this Contract.

b. The Parties acknowledge that the Records under and related to this Contract may be subject to the Colorado Open Records Act, Section 24-72-201, *et seq.*, C.R.S. In the event of a request to the District for disclosure of information identified by Consultant as Consultant’s “Confidential Commercial and/or Financial Information,” the District shall advise Consultant of such request to give Consultant the opportunity to object to the disclosure of such information. In the event of the filing of a lawsuit to compel such disclosure, the District shall tender all such material to the court for judicial determination of the issue of disclosure and Consultant agrees to intervene in such lawsuit to protect and assert Consultant’s claims of confidentiality against disclosure of such material. Consultant further agrees to defend, indemnify, save, and hold harmless the District, its officers, agents, and employees, from any claim, damages, expense, loss, or costs arising out of Consultant’s intervention to protect and assert Consultant’s claims of confidentiality against disclosure under this Section 11 including, without limitation, prompt reimbursement to the District of all reasonable attorneys’ fees, costs, and direct damages that the District may incur directly or may be ordered to pay by such court.

12. No Discrimination in Employment

This Contract is subject to all applicable laws and executive orders relating to equal opportunity and non-discrimination in employment and the Consultant agrees that it will not discriminate in its employment practices in violation of any such applicable law or executive order. Consultant agrees not to refuse to hire, discharge, promote or demote, or to discriminate in matters of compensation against any person otherwise qualified, solely because of race, color, religion, national origin, gender, age, military status, sexual orientation, marital status, or physical or mental disability. Consultant agrees to insert the foregoing provision in all subcontracts hereunder.

13. Conflict of Interest

The Parties agree that no official, officer, or employee of the District shall have any personal or beneficial interest whatsoever in the services or property described herein and Consultant further agrees not to hire or contract for services with any official, officer, or employee of the District or with any other person which would be in violation of Sections 18-8-308 and 24-18-101, *et seq.,* C.R.S.

14. Amendments

Any and all amendments, additions, or deletions to this Contract shall be null and void unless approved by the Parties in writing.

15. Time of Essence

Time is of the essence with respect to this Contract. Notwithstanding the foregoing, Consultant agrees to exercise diligence in the performance of its services consistent with the agreed upon project schedule, subject to the exercise of the generally accepted standard of care for performance of such services. If, through no fault of Consultant, such periods of time or dates are changed, or the orderly and continuous progress of Consultant's services is impaired, then the time for completion of Consultant's services shall be adjusted equitably.

16. Counterparts

This Contract may be executed electronically and in counterparts, each of which shall be deemed an original and all of which together shall constitute one and the same document.

17. Successors and Assigns

This Contract shall be binding on the District and Consultant and their respective successors and permitted assigns, provided Consultant shall have no right to assign this Contract without the express written consent of the District.

18. Disputes

In the event of a dispute between the parties, arising out of or related to this Contract, the aggrieved party shall notify the other party of the dispute within a reasonable time after such dispute arises. If the parties cannot thereafter resolve the dispute through good faith negotiations, each party shall nominate a senior officer of its management to meet to resolve the dispute by direct negotiation or mediation. Should such efforts fail to resolve the dispute, either party may bring a cause of action in accordance with Section 19.

19. Applicable Law and Venue

Any and all claims, disputes, or controversies related to this Contract, or breach thereof, shall be litigated in the state District Court for the City and County of Denver, which shall be the sole and exclusive forum for such litigation. This Contract shall be construed and interpreted under and shall be governed by the laws of the State of Colorado.

20. Enforceability

A determination that any provision of this Contract is unenforceable or invalid shall not affect the enforceability or validity of any other provision and any determination that the application of any provision of this Contract to any person or circumstance is illegal or unenforceable shall not affect the enforceability or validity of such provision as it may apply to any other persons or circumstances.

21. Entirety of Agreement

This document supersedes all prior agreements between the Parties, written or oral, and embodies the complete agreement and understanding among the Parties, written or oral, which may have related to the subject matter hereof in any way, and shall not be amended orally, but only by the mutual agreement of the Parties hereto in writing specifically referencing this Contract. This Contract sets forth the only agreements pursuant to which the District or any of its affiliates is obligated to pay money or any other benefit to Consultant.

22. Waiver

No failure or delay by either party in the exercise of any right hereunder shall constitute a waiver thereof. No waiver of any breach shall be deemed a waiver of any preceding or succeeding breach.

23. Notices

All notices or other communications required under this Contract shall be effected, either by personal delivery in writing, by certified mail return receipt requested, by facsimile transmission with evidence of confirmation, or by reputable overnight delivery. Notice shall be deemed to have been given when delivered, mailed or transmittal is confirmed to the Parties at the address set forth below or such other address as either Party may specify to the other Party in writing.

If to District: Front Range Passenger Rail District
1800 W. 33rd Ave., Suite 200
Denver, CO 80211
info@frprdistrict.com

With copy to: Nossaman LLP
1801 California Street, Suite 2400
Denver, CO 80202
bbutzin@nossaman.com

If to Consultant: Bagley Consulting LLC
418 Broadway Ste. R
Albany, New York 12207
kurt@bfdstrategies.com

[*Signature page follows*]

IN WITNESS WHEREOF, the Parties hereto have executed this Contract as of the date and year first written above.

Front Range Passenger Rail District

By: ________________________________
Sal Pace
General Manager

Bagley Consulting LLC

By: ________________________________
Kurt Bagley
Partner

EXHIBIT A

SCOPE OF SERVICES & PAYMENT TERMS

1. Scope of Services

a. The Consultant shall provide social media advertising services and promotional management for the District, including the planning, coordination, and purchase of digital outreach across selected platforms.

b. The Consultant shall provide regular reporting to the District identifying amounts spent, purchases committed, and the remaining balance available under the amount provided for in this Exhibit A.

2. Payment Terms

a. Total payment under this Contract, including payment for social media advertising and the Consultant's direct compensation, shall not exceed $150,000.

b. No commission, fee, or percentage compensation shall be paid based on media placements themselves.

c. The Consultant's direct compensation shall not exceed 14% of the total amount spent.

d. Payment shall be made in two portions: fifty percent (50%) after execution of this Contract, and fifty percent (50%) on July 15, 2026, based on verified purchases placed as of that date.

e. Legal expenses shall be reimbursable as part of the total payment under the Contract in an amount not to exceed $5,000.

RESOLUTION NO. 2026-20 OF THE FRONT RANGE PASSENGER RAIL DISTRICT AUTHORIZING THE GENERAL MANAGER TO EXECUTE A CONTRACT FOR SERVICES WITH TELEPHONE TOWN HALL

WHEREAS, pursuant to Section 32-22-101, *et seq*., C.R.S. (the "Act"), the Front Range Passenger Rail District (the "District" or "FRPRD") was established as a body politic and corporate and a political subdivision of the state to research, develop, construct, operate, and maintain an interconnected passenger rail system within the front range that is competitive in terms of travel time for comparable trips with other modes of surface transportation; and

WHEREAS, except as otherwise specifically provided, the Board of Directors of the District (the "Board") exercises and performs all powers, privileges, and duties vested in or imposed upon the District in the Act; and

WHEREAS, Section 32-22-105(2)(g)-(h), C.R.S., authorizes the Board to appoint, hire, and retain professional consultants, and to prescribe methods for the performance or furnishing of labor, materials, or supplies that may be required to carry out the purposes of the Act; and

WHEREAS, the District has adopted a comprehensive Ballot Access Plan outlining the technical, planning, research, legislative, financial, and public-engagement work required to prepare for a potential 2026 ballot referral; and

WHEREAS, successful execution of the Ballot Access Plan requires coordinated, region-wide coalition outreach across multiple stakeholder sectors and station communities; and

WHEREAS, the District previously engaged Telephone Town Hall Meeting, Inc. ("TTH") for communications services, including SMS and MMS texting and live phone calls, in support of the District's Ballot Access Plan; and

WHEREAS, the District now desires to enter a new contract with TTH to perform additional communications services, as further described in the scope of services attached to the contract, attached to this resolution as **Exhibit A**; and

WHEREAS, pursuant to the District's *Procurement and Purchasing Policy for Goods and Services* the Board's Finance Committee must authorize a District contract of more than $20,000 and refer it to the Board for approval at the following Board meeting; and

WHEREAS, the Finance Committee has reviewed the proposed scope and cost and recommends authorizing the General Manager to execute the contract with TTH; and

WHEREAS, the Board now desires to authorize the General Manager to execute the contract with TTH in the form provided in Exhibit A pursuant to the scope, price, and payment schedule described in the scope of services under the contract.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the District that:

1. Authorization to Execute.
   The Board hereby authorizes the General Manager to execute the contract with TTH in the form provided in Exhibit A with such changes as approved by the District's general counsel and consistent with the scope and payment structure outlined in Exhibit A to the contract.

2. Contract Amount.
   The total contract amount shall not exceed $65,000 without further Board approval.

APPROVED this 26th day of June 2026.

____
Chair

ATTEST:

____
Secretary

Exhibit A

Contract with Telephone Town Hall Meeting, Inc.

[*See attached*]

CONTRACT FOR SERVICES

This contract for services (the "Contract") is made and entered into as of the Effective Date (defined below) by and between Telephone Town Hall Meeting, Inc., a Colorado corporation (the "Consultant") and the Front Range Passenger Rail District, a body politic and corporate and a political subdivision of the State of Colorado (the "District") (each individually referred to herein as a "party" and collectively as the "parties").

RECITALS

WHEREAS, pursuant to Section 32-22-101, *et seq.*, C.R.S. (the "Act"), the District was established to research, develop, construct, operate, and maintain an interconnected passenger rail system within the front range that is competitive in terms of travel time for comparable trips with other modes of surface transportation; and

WHEREAS, except as otherwise specifically provided, the Board of Directors of the District (the "Board") exercises and performs all powers, privileges, and duties vested in or imposed upon the District in the Act; and

WHEREAS, pursuant to Section 32-22-105(2)(g)-(h), C.R.S., the Board is further authorized to appoint, hire, and retain professional consultants; to prescribe methods for the letting of contracts for labor, materials, or supplies; and to prescribe methods for the performance or furnishing of labor, materials, or supplies that may be required to carry out the purposes of the Act; and

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein, the Consultant and the District hereby agree as follows:

TERMS AND CONDITIONS

1. Scope of Services

a. The Consultant shall perform the services described in **Exhibit A**, attached hereto and incorporated herein by this reference (the "Services") in a professional manner, using the degree of skill and knowledge customarily employed by other professionals performing similar services.

b. Exhibit A may take any form, including forms which may include price and payment terms. In the event of any conflict between terms set forth in the body of this Contract and terms set forth in Exhibit A, the terms in the body of this Contract shall govern. Consultant shall have no right or authority, express or implied, to take any action, expend any sum, incur any obligation, or otherwise obligate the District in any manner whatsoever, except to the extent specifically provided in this Contract (including Exhibit A) or through other authorization expressly delegated to or authorized by the District through its Board.

2. Period of Services and Termination

a. The period for providing the Services and deliverables under this Contract shall commence on March 1, 2026 (the "Effective Date") and continue through August 15, 2026.

b. The District may suspend or pause the Services, in whole or in part, at any time if sufficient funding is not secured or appropriated to support continuation of the Services. In such event, the District shall provide written notice to Consultant of such suspension. Consultant shall cease work upon receipt of such notice and promptly provide an invoice for all Services provided prior to suspension of the Services. The District will compensate Consultant for all Services provided prior to notice being given of the suspension of Services.

c. Either Party shall have the right to terminate this Contract at any time, with or without cause, by providing written notice of termination to the other Party and effective upon the date of such notice. Upon termination, Consultant shall provide an invoice for all Services provided as of the date of such notice, and the District will compensate Consultant for all Services provided through the date of such notice.

3. Compensation

The District will pay Consultant in the amount set forth in Exhibit A. This sum shall compensate Consultant for the performance of all the Services, excepting any additional Services requested in accordance with Section 5 of this Contract.

4. Payment and Invoicing

a. Unless otherwise provided for in Exhibit A, payment shall be made within 30 days following the receipt of an invoice by the District ("Due Date"), provided that the District receives such invoice before the regular monthly draw date (which date is the 15th day of each month unless Consultant receives written notice from the District of any change to that date). Consultant shall submit invoices each month to frontrangeprd@bill.com, with a copy to procurement@frprdistrict.com.

b. If the District objects to any invoice submitted by Consultant, the District shall so advise Consultant in writing giving reasons therefor. If any invoice submitted by Consultant is disputed by the District, only that portion so disputed may be withheld from payment, and the remainder shall be payable within the timeframe set forth in this Section 4.

c. Any Consultant travel will be pre-approved by the District and will be separately invoiced for reimbursement within 30 days of associated travel.

d. The District may pay the Consultant through various funding forms, including through a grant from the Colorado Department of Local Affairs ("DOLA Grant"). If the District chooses to pay the Consultant with funds from a DOLA Grant, such funds are provided to the District via a reimbursement process. The Consultant shall comply with all requirements of such reimbursement process, including performing DOLA Grant-reimbursed Services under a separate Task Order(s) as described in Section 5.

5. Additional Services by Task Order

a. Any additional Services to be provided by Consultant not set forth in the work comprising the work set forth in Exhibit A will only be performed pursuant to written directives from the District to the Consultant (each, a subsequent "Task Order"), which provide a detailed description of either the specific additional Services or tasks to be performed, the personnel to be assigned, the time frame for the subject Services to be performed, and the amount Consultant will be compensated for such additional Services, together with such other terms and conditions as the District may require.

b. Task Orders will be effective only if in writing and signed by the District and Consultant. Any Task Order so executed shall constitute an amendment pursuant to Section 14 of this Contract. For the avoidance of doubt, Task Order 2 is expressly included in the scope of Services hereunder; provided, however, that such work shall not proceed until a notice to proceed with such work is issued in writing by the District.

6. Annual Appropriation

Notwithstanding anything to the contrary contained in this Contract, the District shall have no obligations under this Contract after, nor shall any payments be made to Consultant in respect of any period after December 31 of any year, without an appropriation therefor by the District in accordance with a budget adopted by the Board in compliance with the Local Government Budget Law (Section 29-1-101, *et seq.*, C.R.S.) and Article X, Section 20 of the Colorado Constitution ("TABOR").

7. Consultant Personnel

Consultant shall make available professionals of recognized experience and qualifications to work on this matter. Consultant represents that at all times in the performance of the Services, Consultant's personnel shall comply with any and all applicable laws, codes, rules, and regulations. The Consultant understands and acknowledges that the District, its Board, and employees are subject to Colorado's Fair Campaign Practices Act, TABOR, and the Uniform Election Code of 1992.

8. Insurance

a. Consultant shall carry and maintain (unless otherwise specified) during the term of this Contract:

(i) commercial general liability insurance covering premises operations, fire damage, independent contractors, products and completed operations, blanket contractual liability, personal injury, and advertising liability, with minimum limits of $1,000,000 (each occurrence), $1,000,000 (general aggregate), $1,000,000 (products and completed operations aggregate), and $50,000 (any one fire); and

(ii) workers' compensation insurance as required by Colorado law, during the term of this Contract.

b. Consultant and its employees will not operate any automobiles (whether owned, non-owned, or hired) in the performance of the Services under this Contract. Prior to operating any automobiles in the performance of Services, Consultant shall be required to provide evidence of business automobile liability insurance with a minimum limit of $1,000,000 each accident (combined single limit).

c. The District and the State of Colorado shall be named as additional insured on all commercial general liability policies.

d. Consultant's coverages shall be primary over any insurance or self-insurance program carried by District or the State of Colorado

e. Consultant's insurance policies shall include clauses stating that each carrier shall waive all rights of recovery under subrogation or otherwise against District or the State of Colorado, its agencies, institutions, organizations, officers, agents, employees, and volunteers.

f. Consultant shall provide the District certificates evidencing the insurance coverage required in this Contract within 7 business days following the Effective Date.

g. No later than 15 days before the expiration date of any coverage, Consultant shall deliver to the District certificates of insurance evidencing renewals of coverage.

9. Indemnification

Consultant shall defend, release, indemnify, save, and hold harmless the District, its officers, agents, and employees from and against and all claims, demands, suits, actions, liabilities, costs, expenses, causes of action, or other legal, equitable or administrative proceedings of any kind or nature whatsoever, of or by anyone whomsoever, arising out of the acts or omissions of Consultant in its performance under this Contract. This Section 8 shall survive termination of this Contract. Consultant shall not be liable to the District for any consequential damages resulting in any way from the performance of the Services.

10. Relationship of the Parties

Consultant shall perform under this Contract as an independent contractor and it is not intended, nor shall it be construed, that Consultant or any employee or subcontractor to Consultant, is an employee, partner, or joint venture of the District for any purpose whatsoever.

11. Work Product; Open Records

a. Delivery of the Services may require the Consultant to use data belonging to the District. Any data provided by the District will remain property of the District. Additionally, all Records prepared by Consultant in connection with the Services shall become property of the District. Consultant shall execute written assignments to the District of all rights (including common law, statutory, and other rights, including copyrights) to the same as the District shall from time to time request. For purposes of this Section 10, "Records" includes any data, materials, information, documents, or work product created by any employee or subconsultant in connection with the performance of the Services under this Contract.

b. The Parties acknowledge that the Records under and related to this Contract may be subject to the Colorado Open Records Act, Section 24-72-201, *et seq.*, C.R.S. In the event of a request to the District for disclosure of information identified by Consultant as Consultant's "Confidential Commercial and/or Financial Information," the District shall advise Consultant of such request to give Consultant the opportunity to object to the disclosure of such information. In the event of the filing of a lawsuit to compel such disclosure, the District shall tender all such material to the court for judicial determination of the issue of disclosure and Consultant agrees to intervene in such lawsuit to protect and assert Consultant's claims of confidentiality against disclosure of such material. Consultant further agrees to defend, indemnify, save, and hold harmless the District, its officers, agents, and employees, from any claim, damages, expense, loss, or costs arising out of Consultant's intervention to protect and assert Consultant's claims of confidentiality against disclosure under this Section 10 including, without limitation, prompt reimbursement to the District of all reasonable attorneys' fees, costs, and direct damages that the District may incur directly or may be ordered to pay by such court.

12. No Discrimination in Employment

This Contract is subject to all applicable laws and executive orders relating to equal opportunity and non-discrimination in employment and the Consultant agrees that it will not discriminate in its employment practices in violation of any such applicable law or executive order. Consultant agrees not to refuse to hire, discharge, promote or demote, or to discriminate in matters of compensation against any person otherwise qualified, solely because of race, color, religion, national origin, gender, age, military status, sexual orientation, marital status, or physical or mental disability. Consultant agrees to insert the foregoing provision in all subcontracts hereunder.

13. Conflict of Interest

The Parties agree that no official, officer, or employee of the District shall have any personal or beneficial interest whatsoever in the services or property described herein and Consultant further agrees not to hire or contract for services with any official, officer, or employee of the District or with any other person which would be in violation of Sections 18-8-308 and 24-18-101, *et seq.,* C.R.S.

14. Amendments

Any and all amendments, additions, or deletions to this Contract shall be null and void unless approved by the Parties in writing.

15. Time of Essence

Time is of the essence with respect to this Contract. Notwithstanding the foregoing, Consultant agrees to exercise diligence in the performance of its services consistent with the agreed upon project schedule, subject to the exercise of the generally accepted standard of care for performance of such services. If, through no fault of Consultant, such periods of time or dates are changed, or the orderly and continuous progress of Consultant's services is impaired, then the time for completion of Consultant's services shall be adjusted equitably.

16. Counterparts

This Contract may be executed electronically and in counterparts, each of which shall be deemed an original and all of which together shall constitute one and the same document.

17. Successors and Assigns

This Contract shall be binding on the District and Consultant and their respective successors and permitted assigns, provided Consultant shall have no right to assign this Contract without the express written consent of the District.

18. Disputes

In the event of a dispute between the parties, arising out of or related to this Contract, the aggrieved party shall notify the other party of the dispute within a reasonable time after such dispute arises. If the parties cannot thereafter resolve the dispute through good faith negotiations, each party shall nominate a senior officer of its management to meet to resolve the dispute by direct negotiation or mediation. Should such efforts fail to resolve the dispute, either party may bring a cause of action in accordance with Section 19.

19. Applicable Law and Venue

Any and all claims, disputes, or controversies related to this Contract, or breach thereof, shall be litigated in the state District Court for the City and County of Denver, which shall be the sole and exclusive forum for such litigation. This Contract shall be construed and interpreted under and shall be governed by the laws of the State of Colorado.

20. Enforceability

A determination that any provision of this Contract is unenforceable or invalid shall not affect the enforceability or validity of any other provision and any determination that the application of any provision of this Contract to any person or circumstance is illegal or unenforceable shall not affect the enforceability or validity of such provision as it may apply to any other persons or circumstances.

21. Entirety of Agreement

This document supersedes all prior agreements between the Parties, written or oral, and embodies the complete agreement and understanding among the Parties, written or oral, which may have related to the subject matter hereof in any way, and shall not be amended orally, but only by the mutual agreement of the Parties hereto in writing specifically referencing this Contract. This Contract sets forth the only agreements pursuant to which the District or any of its affiliates is obligated to pay money or any other benefit to Consultant.

22. Waiver

No failure or delay by either party in the exercise of any right hereunder shall constitute a waiver thereof. No waiver of any breach shall be deemed a waiver of any preceding or succeeding breach.

23. Notices

All notices or other communications required under this Contract shall be effected, either by personal delivery in writing, by certified mail return receipt requested, by facsimile transmission with evidence of confirmation, or by reputable overnight delivery. Notice shall be deemed to have been given when delivered, mailed or transmittal is confirmed to the Parties at the address set forth below or such other address as either Party may specify to the other Party in writing.

If to District:	Front Range Passenger Rail District 1800 W. 33rd Ave., Suite 200 Denver, CO 80211 info@frprdistrict.com
With copy to:	Nossaman LLP 1801 California Street, Suite 2400 Denver, CO 80202 bbutzin@nossaman.com
If to Consultant:	Telephone Town Hall Meeting, Inc. Attn: [ ] Address: 958 Coneflower Dr, Golden, CO 80401, US Phone: [ ] Email: [ ]

[*Signature page follows*]

IN WITNESS WHEREOF, the Parties hereto have executed this Contract as of the date and year first written above.

Front Range Passenger Rail District

By: ____
Sal Pace
General Manager

Telephone Town Hall, Inc.

By: ____
Name: ______________________________________
Title: _______________________________________

EXHIBIT A
SCOPE OF SERVICES & PAYMENT TERMS

The Consultant shall use a live operator to individually dial provided phone numbers to increase engagement, provide organizing updates, encourage RSVPs for local events and volunteering.

Timeline: March 1-August 15

Consultant to provide SMS & MMS Texting Services at the following rates:
$0.10 per outbound message
Up to $2,000 per month in program setup fees

Consultant will provide paid live phone calls at the rates below:
$0.708 per call

The total payment amount shall not exceed $65,000 during the period for Services provided in Section 2 of the Contract.

RESOLUTION NO. 2026-21
OF THE FRONT RANGE PASSENGER RAIL DISTRICT
AUTHORIZING THE GENERAL MANAGER TO NEGOTIATE AND EXECUTE A CONTRACT WITH KABZA FOR DIRECT MAIL COMMUNICATIONS SERVICES

WHEREAS, pursuant to Section 32-22-101, *et seq*., C.R.S. (the "Act"), the Front Range Passenger Rail District (the "District" or "FRPRD") was established as a body politic and corporate and a political subdivision of the state to research, develop, construct, operate, and maintain an interconnected passenger rail system within the front range that is competitive in terms of travel time for comparable trips with other modes of surface transportation; and

WHEREAS, except as otherwise specifically provided, the Board of Directors of the District (the "Board") exercises and performs all powers, privileges, and duties vested in or imposed upon the District in the Act; and

WHEREAS, Section 32-22-105(2)(g)-(h), C.R.S., authorizes the Board to appoint, hire, and retain professional consultants, and to prescribe methods for the performance or furnishing of labor, materials, or supplies that may be required to carry out the purposes of the Act; and

WHEREAS, the District has adopted a comprehensive Ballot Access Plan outlining the technical, planning, research, legislative, financial, and public-engagement work required to prepare for a potential 2026 ballot referral; and

WHEREAS, successful execution of the Ballot Access Plan requires coordinated, region-wide coalition outreach across multiple stakeholder sectors and station communities; and

WHEREAS, pursuant Section VII of the District's *Procurement and Purchasing Policy for Goods and Services,* the District issued a public request for proposals for direct mail communications services as further described in the scope of services attached to the contract in **Exhibit A**; and

WHEREAS, based on the proposals received and District staff's evaluation, the General Manager has determined that erlin sen (the "Consultant") possesses the qualifications and demonstrated experience to fulfill the requirements of the contract and scope of services further described in Exhibit A; and

WHEREAS, the Kabza has proposed a total project fee of $500 ith the specified deliverables and pa ent str ct re and

WHEREAS, pursuant to the District's *Procurement and Purchasing Policy for Goods and Services* the Board's Finance Committee must authorize a District contract of more than $20,000 and refer it to the Board for approval at the following Board meeting and the Board must authorize a District contract of $150,000 or more by resolution; and

WHEREAS, the contract scope and compensation are consistent with the budget previously presented to and reviewed by the Board; and

WHEREAS, the Finance Committee has reviewed the proposed scope and cost and recommends authorizing the General Manager to negotiate and execute a contract with the Consultant; and

WHEREAS, the Board now desires to authorize the General Manager to negotiate and execute a contract in the form provided in Exhibit A with the Consultant pursuant to the proposed scope and price.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the District that:

1. The Board hereby authorizes the General Manager to negotiate and execute a services contract in the form provided in Exhibit A with the Consultant for direct mail communications services to be completed by August 15, 2026.
2. The total compensation under the contract shall not exceed the amounts described in the scope of services provided in Exhibit A.

APPROVED this 26th day of June 2026.

____
Chair

ATTEST:

____
Secretary

Exhibit A

Contract with Kabza for Direct Mail Communications Services

[*See attached*]

CONTRACT FOR SERVICES

This contract for services (the "Contract") is made and entered into as of the Effective Date (defined below) by and between ___________________________________, a ____________________________________ (the "Consultant") and the Front Range Passenger Rail District, a body politic and corporate and a political subdivision of the State of Colorado (the "District") (each individually referred to herein as a "party" and collectively as the "parties").

RECITALS

WHEREAS, pursuant to Section 32-22-101, *et seq.*, C.R.S. (the "Act"), the District was established to research, develop, construct, operate, and maintain an interconnected passenger rail system within the front range that is competitive in terms of travel time for comparable trips with other modes of surface transportation; and

WHEREAS, except as otherwise specifically provided, the Board of Directors of the District (the "Board") exercises and performs all powers, privileges, and duties vested in or imposed upon the District in the Act; and

WHEREAS, pursuant to Section 32-22-105(2)(g)-(h), C.R.S., the Board is further authorized to appoint, hire, and retain professional consultants; to prescribe methods for the letting of contracts for labor, materials, or supplies; and to prescribe methods for the performance or furnishing of labor, materials, or supplies that may be required to carry out the purposes of the Act.

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein, the Consultant and the District hereby agree as follows:

TERMS AND CONDITIONS

1. Scope of Services

a. The Consultant shall perform the services described in **Exhibit A**, attached hereto and incorporated herein by this reference (the "Services") in a professional manner, using the degree of skill and knowledge customarily employed by other professionals performing similar services.

b. Exhibit A may take any form, including forms which may include price and payment terms. In the event of any conflict between terms set forth in the body of this Contract and terms set forth in Exhibit A, the terms in the body of this Contract shall govern. Consultant shall have no right or authority, express or implied, to take any action, expend any sum, incur any obligation, or otherwise obligate the District in any manner whatsoever, except to the extent specifically provided in this Contract (including Exhibit A) or through other authorization expressly delegated to or authorized by the District through its Board.

2. Period of Services and Termination

a. The period for providing the Services and deliverables under this Contract shall commence on July 1, 2026 (the "Effective Date") and continue through August 15, 2026.

b. The District may suspend or pause the Services, in whole or in part, at any time if sufficient funding is not secured or appropriated to support continuation of the Services. In such event, the District shall provide written notice to Consultant of such suspension. Consultant shall cease work upon receipt of such notice and promptly provide an invoice for all Services provided prior to suspension of the Services. The District will compensate Consultant for all Services provided prior to notice being given of the suspension of Services.

c. Either Party shall have the right to terminate this Contract at any time, with or without cause, by providing written notice of termination to the other Party and effective upon the date of such notice. Upon termination, Consultant shall provide an invoice for all Services provided as of the date of such notice, and the District will compensate Consultant for all Services provided through the date of such notice.

3. Compensation

The District will pay Consultant in the amount set forth in Exhibit A. This sum shall compensate Consultant for the performance of all the Services, excepting any additional Services requested in accordance with Section 5 of this Contract.

4. Payment and Invoicing

a. Unless otherwise provided for in Exhibit A, payment shall be made within 30 days following the receipt of an invoice by the District ("Due Date"), provided that the District receives such invoice before the regular monthly draw date (which date is the 15th day of each month unless Consultant receives written notice from the District of any change to that date). Consultant shall submit invoices each month to frontrangeprd@bill.com, with a copy to procurement@frprdistrict.com.

b. If the District objects to any invoice submitted by Consultant, the District shall so advise Consultant in writing giving reasons therefor. If any invoice submitted by Consultant is disputed by the District, only that portion so disputed may be withheld from payment, and the remainder shall be payable within the timeframe set forth in this Section 4.

c. Any Consultant travel must be pre-approved by the District and will be separately invoiced for reimbursement within 30 days of associated travel.

d. The District may pay the Consultant through various funding forms, including through a grant from the Colorado Department of Local Affairs ("DOLA Grant"). If the District chooses to pay the Consultant with funds from a DOLA Grant, such funds are provided to the District via a reimbursement process. The Consultant shall comply with all requirements of such reimbursement process, including performing DOLA Grant-reimbursed Services under a separate Task Order(s) as described in Section 5.

5. Additional Services by Task Order

Any additional Services to be provided by Consultant not set forth in Exhibit A will only be performed pursuant to written directives from the District to the Consultant (each, a "Task Order"), which provide a detailed description of either the specific additional Services or tasks to be performed, the personnel to be assigned, the time frame for the subject Services to be performed, and the amount Consultant will be compensated for such additional Services, together with such other terms and conditions as the District may require. Task Orders will be effective only if in writing and signed by the District and Consultant. Any Task Order so executed shall constitute an amendment pursuant to Section 14 of this Contract.

6. Annual Appropriation

Notwithstanding anything to the contrary contained in this Contract, the District shall have no obligations under this Contract after, nor shall any payments be made to Consultant in respect of any period after December 31 of any year, without an appropriation therefor by the District in accordance with a budget adopted by the Board in compliance with the Local Government Budget Law (Section 29-1-101, *et seq.*, C.R.S.) and Article X, Section 20 of the Colorado Constitution ("TABOR").

7. Consultant Personnel

Consultant shall make available professionals of recognized experience and qualifications to work on this matter. Consultant represents that at all times in the performance of the Services, Consultant's personnel shall comply with any and all applicable laws, codes, rules, and regulations. The Consultant understands and acknowledges that the District, its Board, and employees are subject to Colorado's Fair Campaign Practices Act, TABOR, and the Uniform Election Code of 1992.

8. Insurance

a. Consultant shall carry and maintain (unless otherwise specified) during the term of this Contract:

(i) commercial general liability insurance covering premises operations, fire damage, independent contractors, products and completed operations, blanket contractual liability, personal injury, and advertising liability, with minimum limits of $1,000,000 (each occurrence), $1,000,000 (general aggregate), $1,000,000 (products and completed operations aggregate), and $50,000 (any one fire); and

(ii) workers' compensation insurance as required by Colorado law, during the term of this Contract.

b. Consultant and its employees will not operate any automobiles (whether owned, non-owned, or hired) in the performance of the Services under this Contract. Prior to operating any automobiles in the performance of Services, Consultant shall be required to provide evidence of business automobile liability insurance with a minimum limit of $1,000,000 each accident (combined single limit).

c. The District and the State of Colorado shall be named as additional insured on all commercial general liability policies.

d. Consultant's coverages shall be primary over any insurance or self-insurance program carried by District or the State of Colorado.

e. Consultant's insurance policies shall include clauses stating that each carrier shall waive all rights of recovery under subrogation or otherwise against District or the State of Colorado, its agencies, institutions, organizations, officers, agents, employees, and volunteers.

f. Consultant shall provide the District certificates evidencing the insurance coverage required in this Contract within 7 business days following the Effective Date.

g. No later than 15 days before the expiration date of any coverage, Consultant shall deliver to the District certificates of insurance evidencing renewals of coverage.

9. Indemnification

Consultant shall defend, release, indemnify, save, and hold harmless the District, its officers, agents, and employees from and against and all claims, demands, suits, actions, liabilities, costs, expenses, causes of action, or other legal, equitable or administrative proceedings of any kind or nature whatsoever, of or by anyone whomsoever, arising out of the acts or omissions of Consultant in its performance under this Contract. This Section 8 shall survive termination of this Contract. Consultant shall not be liable to the District for any consequential damages resulting in any way from the performance of the Services.

10. Relationship of the Parties

Consultant shall perform under this Contract as an independent contractor and it is not intended, nor shall it be construed, that Consultant or any employee or subcontractor to Consultant, is an employee, partner, or joint venture of the District for any purpose whatsoever.

11. Work Product; Open Records

a. Delivery of the Services may require the Consultant to use data belonging to the District. Any data provided by the District will remain property of the District. Additionally, all Records prepared by Consultant in connection with the Services shall become property of the District. Consultant shall execute written assignments to the District of all rights (including common law, statutory, and other rights, including copyrights) to the same as the District shall from time to time request. For purposes of this Section 11, "Records" includes any data, materials, information, documents, or work product created by any employee or subconsultant in connection with the performance of the Services under this Contract.

b. The Parties acknowledge that the Records under and related to this Contract may be subject to the Colorado Open Records Act, Section 24-72-201, *et seq.*, C.R.S. In the event of a request to the District for disclosure of information identified by Consultant as Consultant's "Confidential Commercial and/or Financial Information," the District shall advise Consultant of such request to give Consultant the opportunity to object to the disclosure of such information. In the event of the filing of a lawsuit to compel such disclosure, the District shall tender all such material to the court for judicial determination of the issue of disclosure and Consultant agrees to intervene in such lawsuit to protect and assert Consultant's claims of confidentiality against disclosure of such material. Consultant further agrees to defend, indemnify, save, and hold harmless the District, its officers, agents, and employees, from any claim, damages, expense, loss, or costs arising out of Consultant's intervention to protect and assert Consultant's claims of confidentiality against disclosure under this Section 11 including, without limitation, prompt reimbursement to the District of all reasonable attorneys' fees, costs, and direct damages that the District may incur directly or may be ordered to pay by such court.

12. No Discrimination in Employment

This Contract is subject to all applicable laws and executive orders relating to equal opportunity and non-discrimination in employment and the Consultant agrees that it will not discriminate in its employment practices in violation of any such applicable law or executive order. Consultant agrees not to refuse to hire, discharge, promote or demote, or to discriminate in matters of compensation against any person otherwise qualified, solely because of race, color, religion, national origin, gender, age, military status, sexual orientation, marital status, or physical or mental disability. Consultant agrees to insert the foregoing provision in all subcontracts hereunder.

13. Conflict of Interest

The Parties agree that no official, officer, or employee of the District shall have any personal or beneficial interest whatsoever in the services or property described herein and Consultant further agrees not to hire or contract for services with any official, officer, or employee of the District or with any other person which would be in violation of Sections 18-8-308 and 24-18-101, *et seq.,* C.R.S.

14. Amendments

Any and all amendments, additions, or deletions to this Contract shall be null and void unless approved by the Parties in writing.

15. Time of Essence

Time is of the essence with respect to this Contract. Notwithstanding the foregoing, Consultant agrees to exercise diligence in the performance of its services consistent with the agreed upon project schedule, subject to the exercise of the generally accepted standard of care for performance of such services. If, through no fault of Consultant, such periods of time or dates are changed, or the orderly and continuous progress of Consultant's services is impaired, then the time for completion of Consultant's services shall be adjusted equitably.

16. Counterparts

This Contract may be executed electronically and in counterparts, each of which shall be deemed an original and all of which together shall constitute one and the same document.

17. Successors and Assigns

This Contract shall be binding on the District and Consultant and their respective successors and permitted assigns, provided Consultant shall have no right to assign this Contract without the express written consent of the District.

18. Disputes

In the event of a dispute between the parties, arising out of or related to this Contract, the aggrieved party shall notify the other party of the dispute within a reasonable time after such dispute arises. If the parties cannot thereafter resolve the dispute through good faith negotiations, each party shall nominate a senior officer of its management to meet to resolve the dispute by direct negotiation or mediation. Should such efforts fail to resolve the dispute, either party may bring a cause of action in accordance with Section 19.

19. Applicable Law and Venue

Any and all claims, disputes, or controversies related to this Contract, or breach thereof, shall be litigated in the state District Court for the City and County of Denver, which shall be the sole and exclusive forum for such litigation. This Contract shall be construed and interpreted under and shall be governed by the laws of the State of Colorado.

20. Enforceability

A determination that any provision of this Contract is unenforceable or invalid shall not affect the enforceability or validity of any other provision and any determination that the application of any provision of this Contract to any person or circumstance is illegal or unenforceable shall not affect the enforceability or validity of such provision as it may apply to any other persons or circumstances.

21. Entirety of Agreement

This document supersedes all prior agreements between the Parties, written or oral, and embodies the complete agreement and understanding among the Parties, written or oral, which may have related to the subject matter hereof in any way, and shall not be amended orally, but only by the mutual agreement of the Parties hereto in writing specifically referencing this Contract. This Contract sets forth the only agreements pursuant to which the District or any of its affiliates is obligated to pay money or any other benefit to Consultant.

22. Waiver

No failure or delay by either party in the exercise of any right hereunder shall constitute a waiver thereof. No waiver of any breach shall be deemed a waiver of any preceding or succeeding breach.

23. Notices

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If to District: Front Range Passenger Rail District
1800 W. 33rd Ave., Suite 200
Denver, CO 80211
info@frprdistrict.com

With copy to: Nossaman LLP
1801 California Street, Suite 2400
Denver, CO 80202
bbutzin@nossaman.com

If to Consultant: [*Name of Consultant*]
Address: _____________
____
E-Mail: _______________

[*Signature page follows*]

IN WITNESS WHEREOF, the Parties hereto have executed this Contract as of the date and year first written above.

Front Range Passenger Rail District

By: ________________________________

Sal Pace
General Manager

Date: ______________________________

[*Name of Consultant*]

By: ________________________________
Name: ______________________________
Title: _______________________________

Date: ______________________________

EXHIBIT A

SCOPE OF SERVICES & PAYMENT TERMS

1. PURPOSE

The Consultant shall develop and execute a comprehensive direct mail communications program in support of the District's Ballot Access Plan. This effort is strictly informational and non-advocacy and is intended to educate constituents regarding:

- The Colorado Connector ("CoCo") Delivery Plan;
- Station Area Plans;
- Public engagement opportunities, including town halls and community meetings; and
- Project timelines, milestones, and implementation planning.

All work must comply with the Colorado Fair Campaign Practices Act and all applicable laws governing pre-ballot communications.

2. SCOPE OF WORK

2.1 Direct Mail Strategy

The Consultant shall:

- Develop a comprehensive direct mail strategy aligned with the Ballot Access Plan timeline;
- Identify priority audiences, geographies, and mailing universes;
- Recommend frequency, format, and sequencing of mail communications;
- Coordinate messaging with the District's branding consultant, Burdekin English; and
- Develop a phased communications calendar tied to project milestones.

2.2 Creative Development

The Consultant shall:

- Develop all direct mail creative materials consistent with District branding;
- Coordinate closely with Burdekin English to ensure brand alignment; and
- Ensure all materials are accessible, clear, and educational in tone.

2.3 Data Management & Targeting

The Consultant shall:

- Recommend and manage mailing lists and audience targeting;
- Identify geographic targeting strategies consistent with District priorities;
- Coordinate household-level targeting where appropriate;

- Manage list hygiene, suppression, deduplication, and address verification; and
- Track mailings by region.

2.4 Printing & Distribution

The Consultant shall:

- Manage printing and production of all mail materials;
- Coordinate postage and mail house services;
- Execute all mail distribution activities;
- Provide estimated and actual delivery schedules; and
- Ensure quality control throughout production and mailing processes.

2.5 Program Execution & Optimization

The Consultant shall:

- Coordinate mail drops with public engagement activities;
- Monitor delivery performance;
- Recommend adjustments to improve effectiveness and efficiency; and
- Coordinate timing with town halls, plan releases, and outreach efforts.

2.6 Compliance & Legal Coordination

The Consultant shall:

- Ensure all communications remain informational and non-advocacy;
- Coordinate with District staff and legal counsel as necessary; and
- Maintain documentation supporting compliance with:
    - Colorado Fair Campaign Practices Act;
    - Colorado Uniform Election Code; and
    - Any applicable postal regulations.

2.7 Reporting & Analytics

The Consultant shall provide:

- Regular reports summarizing:
    - Quantities mailed;
    - Geographic distribution;

- o Delivery timelines;
  - o Cost tracking; and
  - o Audience reach; and
- Final report summarizing campaign execution, lessons learned, and recommendations.

3. BUDGET

The total compensation under this Contract shall not exceed $500,000, inclusive of strategic planning, creative development, printing, postage, list acquisition, mail house services, and project management.

The Consultant shall provide to the District its:

- Printing and postage assumptions;
- Fee structure;
- Estimated budget allocations; and
- Total program cost estimate.

4. COORDINATION REQUIREMENTS

The Consultant shall coordinate with:

- Burdekin English (branding and messaging);
- The District's communications and leadership team;
- Outreach and engagement contractors; and
- Any District-approved consultants supporting public outreach efforts.

5. DELIVERABLES

The Consultant shall provide:

- Direct mail strategy and deployment plan;
- Mailing audience recommendations;
- Creative design and production materials;
- Printing and distribution management;
- Ongoing reporting and analytics; and
- Final program summary report.

PROPOSAL

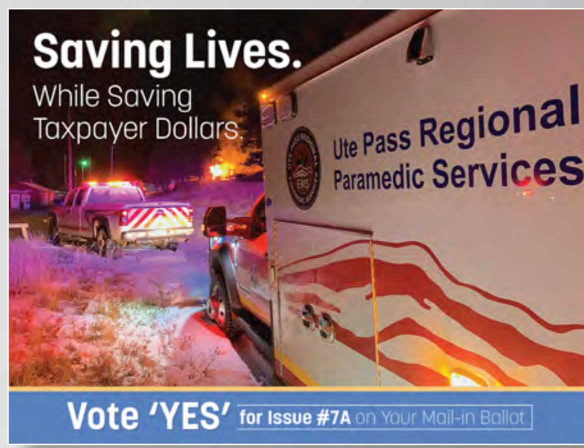
direct mail consulting

Front Range Passenger Rail

PUBLIC EDUCATION PROGRAM

Kabza

Strategic Consulting | Direct Mail



win with Kabza

Thank you for the opportunity to showcase Kabza Media's direct mail work. Above all, what you get with Kabza is personalized attention from the principal. From digging into voter files to designing efficient, strategic target universes; to diving into research and polling; to crafting sharp messages and eye-catching creative — **Kabza's award-winning direct mail marries sophisticated strategy with compelling design.**

We have executed winning programs throughout Colorado for many years – from federal, state and local races to ballot questions. Our long experience in Colorado politics, long familiarity with the state's political geography, and our proven record make Kabza Media perfectly suited to helping you achieve your goals.

Kabza

Direct mail proposal for **FRPR**

from KABZA MEDIA

andy@kabza.co | 970.308.0787

We Know Colorado. We Know Mail.

PROVEN RESULTS

Principal Andy Kabza and Operations Director Tallon Clancy have years of combined experience in political campaigns – running or working for both candidate and independent programs. As a direct mail firm, we bring long experience in both the direct mail space and Colorado elections. We like to be involved early to help the client's team assess research, develop polling and our winning message. From there, we develop messaging concepts and the strategic plan to deliver those messages.

HIGH STANDARDS

Printing and mailing high-volume, high-stakes program in Colorado is what we do. We have long relationships with Colorado's union shop printers and the mail houses that serve this market. From paper stock, to color saturation, to over-sized pieces that stand out in the mail stack, we take pride in our creative and quality control.

PUBLIC AND NON-PROFIT SECTOR WORK

From working with the U.S. House to mail constituent communications, to helping pass ballot questions to increase funding for rural special district governments, to supporting nonprofits building their brands, Kabza Media is well-equipped to craft tailor-made communications to Colorado audiences that are informational, educational and non-advocacy in nature.

Kabza

Direct mail proposal for **FRPR**

from KABZA MEDIA

andy@kabza.co | 970.308.0787

FRPR in 2026

INITIAL THOUGHTS

As a Coloradan and Jeffco resident, I am thrilled at the opportunity to help advance FRPR's mission in Colorado, and to be a part of modernizing the state's transit infrastructure to ensure its future prosperity for generations to come. For our firm to help realize the ambitions of this visionary special district government would be a milestone moment for Kabza Media.

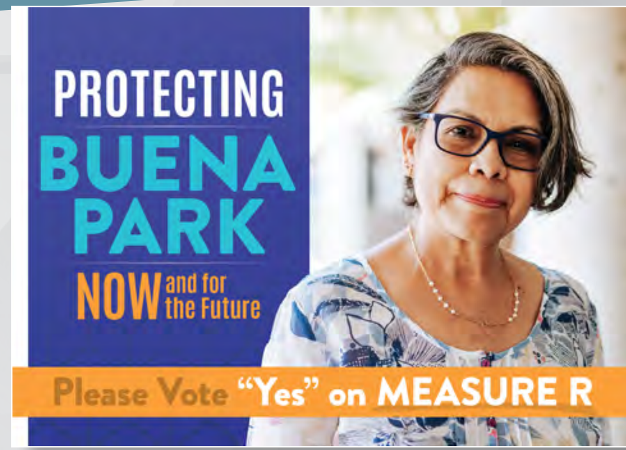
I believe direct mail is going to play a vital role in both the ballot access and electioneering periods. The variety of unique geographies and constituencies, combined with the credibility of direct mail as a medium, will make direct mail a powerful tool in the toolbox for delivering very tailored, informative and credible messages to voters within FRPR's 13 counties.

Credible, localized messaging; great design; strategically driven targeting; and the experience and capacity to execute high-stakes mail program is what we have been doing in Colorado for over a decade – built on my 20 years of experience in Colorado races in every corner of the state.

At a time of pinched pocketbooks, political turmoil, and deep pessimism about the economy – we have to convince voters that FRPR is at the core of creating a stable and prosperous future for Colorado.

Thank you again for the opportunity.

- Andy Kabza



You Hire Us.
You Get Us.

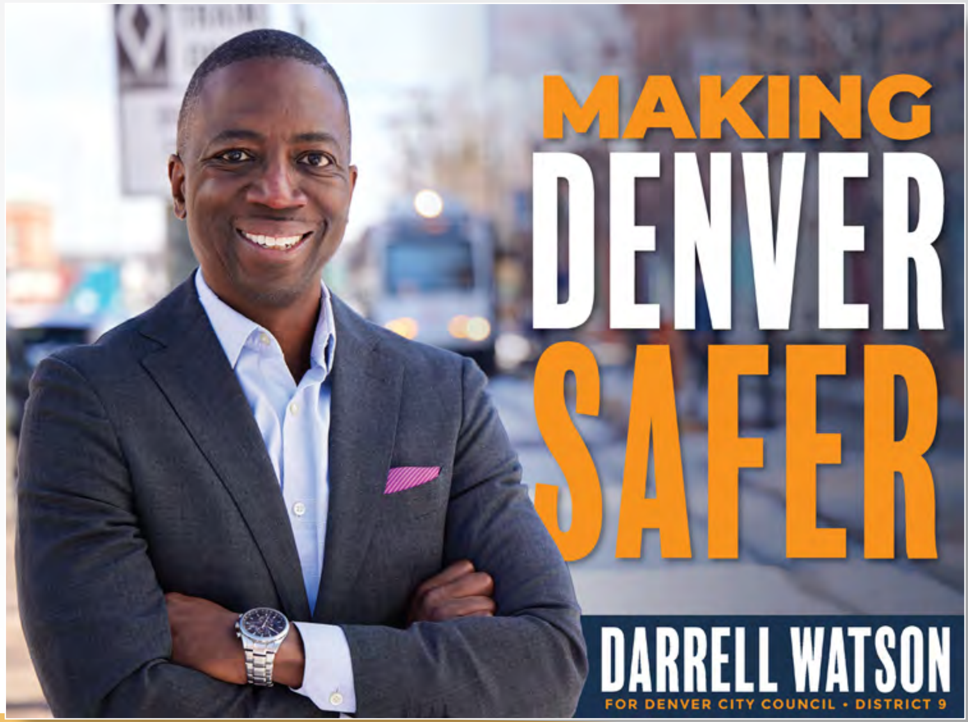
Working directly with your team will be Principal Andy Kabza and Operations Director Tallon Clancy. We are the ones creating your mail plan, concepting out your program, directing creative, targeting your universes, and overseeing production of your direct mail.

We work with highly skilled designers with whom we've partnered for many years. We work with local union-shop printers to produce and drop mail. We, at our own cost, use professional proof-reading firms to check our work before we go to press.

CAPABILITY & CAPACITY

Your program envisions a flight of 2 - 3 mail drops targeting a universe of 25,000 - 50,000 households. This is well within our capacity.

In May and June alone, Kabza Media executed a complex program of developing, producing and dropping over 40 unique designs in numerous districts within a six-week period – totaling nearly 1,000,000 units.



Mail planning

OUR APPROACH

We want to be on your team from the very beginning. Participation in those initial strategy calls, research development, poll drafting and targeting ensures we are delivering mail plans, concepts and creative with the sharpest possible edges – locally tailored and aligned to your branding.

BUDGET/PLANNING

The tailored mail plan we share with clients is the same exact tool we are using internally to run your mail program.

Piece costs are broken out by production and postage; each drop is calculated and then totaled; approval and drop dates are all planned out. We want to be able to instantly see all the moving parts of a plan and we want the same for our clients.

CREATIVE & PRODUCTION

After we write and design, we send to client for feedback and editing. After a design is approved and vetted for research and legal, we have it professionally proofread. Upon signed Print Approval by client and payment, production generates a union-bugged printer proof.

We then handle production, applying the list, USPS mail drop and drop verification. Our approval dates are typically 9 to 11 days out from drop date.

TRACKING & REPORTING

We work closely with our mail houses to ensure documented, on-time delivery of pieces to the USPS for sorting and delivery. We monitor delivery in various ways, including verifying receipt of a piece to our internal addresses and Zip5 delivery reports generated by our vendors using USPS data. This tracking allows us to ensure smooth delivery, anticipate problems, and do the outreach we need to do in the event either we or the client are concerned about USPS's delivery of our product.

FRPR constituent education mail budget

Kabza

Kabza Media | Mail Budget A

Piece	Piece Title	Mail Targets	HH	Piece cost	Postage	Piece Total	Approval Date	Drop Date
1	TBD	Modeled engaged voters	50,000	17,000	21,500	38,500	Tuesday, July 14, 2026	Monday, July 27, 2026
2	TBD	Modeled engaged voters	50,000	17,000	21,500	38,500	Tuesday, July 21, 2026	Monday, August 3, 2026
3	TBD	Modeled engaged voters	50,000	17,000	21,500	38,500	Tuesday, July 28, 2026	Monday, August 10, 2026
					Total:	115,500		

Mail Targets	HH	Price Point	Notes
Modeled engaged voters	50,000	0.34	

Initial mail plan & memo

MEMO

Per the RFP, please find below a mock mail plan for a 3-piece educational mailing to 50,000 civically-engaged households (HHs) – executed from late-July to mid-August.

By following the 3-flight/50k HH guideline, you will see that this initial mail plan comes in significantly under the $500,000 mail plan specification. This gives you options to consider:

1) Increase the program to civically-engaged HHs – either through additional drops or an expanded universe.
2) Add in a parallel program that supports more localized education efforts (e.g., town hall builds; local validator messages; wider universes in more persuadable regions).
3) Shift resources into other program areas.

FRPR constituent education mail budget Kabza

Kabza Media | Mail Budget A

Piece	Piece Title	Mail Targets	HH	Piece cost	Postage	Piece Total	Approval Date	Drop Date
1	TBD	Modeled engaged voters	50,000	17,000	21,500	38,500	Tuesday, July 14, 2026	Monday, July 27, 2026
2	TBD	Modeled engaged voters	50,000	17,000	21,500	38,500	Tuesday, July 21, 2026	Monday, August 3, 2026
3	TBD	Modeled engaged voters	50,000	17,000	21,500	38,500	Tuesday, July 28, 2026	Monday, August 10, 2026
					Total:	115,500		

Mail Targets	HH	Price Point	Notes
Modeled engaged voters	50,000	0.34	

Kabza

andy@kabza.co | 970.308.0787

Pricing & Fees

RETAINER

As part of the team providing input into your overall ballot access strategy, consultant expertise, and on-going strategic input, Kabza Media proposes a monthly retainer of: **$7,500**.

DIRECT MAIL

The below pricing for direct mail services includes: creative, copywriting, graphic design, any stock photography, professional proofreading, and union shop printing. This pricing is a flat rate for all full-sized and oversized pieces. **We do not charge extra for over-sized pieces (strategically and creatively, we do not typically favor the standard 8.5x11 size.)**

Quantity	Price
50,000	0.34
30,000	0.42
25,000	0.44

COSTS

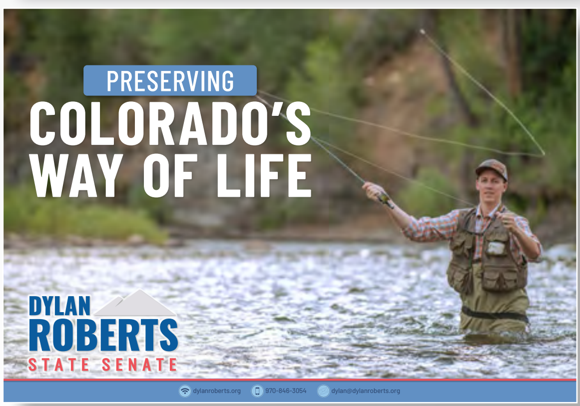
Not included in the pricing, but which will be passed along with no mark-up, are the costs of: still photography, videography, production, post-production, voter file data, and travel expenses. These are passed along at-cost. We do not charge per diems.

Postage, shipping and handling are not included in the direct mail pricing. Postage rates for candidates is projected at $0.43 per for full- and over-sized flats. This is lower for clients with non-profit permits. Postage rates are subject to change if and when the U.S. Postal Service increases its rates.

about Andy KABZA

Andy brings to every project nearly two decades' experience as a Democratic political consultant, strategist, caucus director and campaign manager. As principal of Kabza Media and former Senior Vice President of Mad Dog Mail, Andy's past clients have spanned candidates, IE committees as well as Labor, environmental and reproductive freedom organizations.

Andy's direct mail consulting has helped flip legislative chambers, put pro-teacher majorities on school boards, passed ballot issues to advance public health measures and fund schools.



As Colorado Democrats' House Majority Project Executive Director, Andy's 2012 program won 17 out of 18 targeted races. Andy had been brought on by the Colorado House Democrats in 2010 to rebuild HMP's program from scratch – saving over a half dozen vulnerable Democratic seats from that cycle's Republican wave.

Andy's early campaign work also includes U.S. Senator Michael Bennet's 2010 primary campaign as Statewide Caucus Director; after managing an upstart 2008 Texas congressional to a 32-point primary win and then on to DCCC Red To Blue status. Prior to that he served in manager, field director, and political director roles on a variety of local, state and federal races in Colorado, Virginia and Massachusetts.

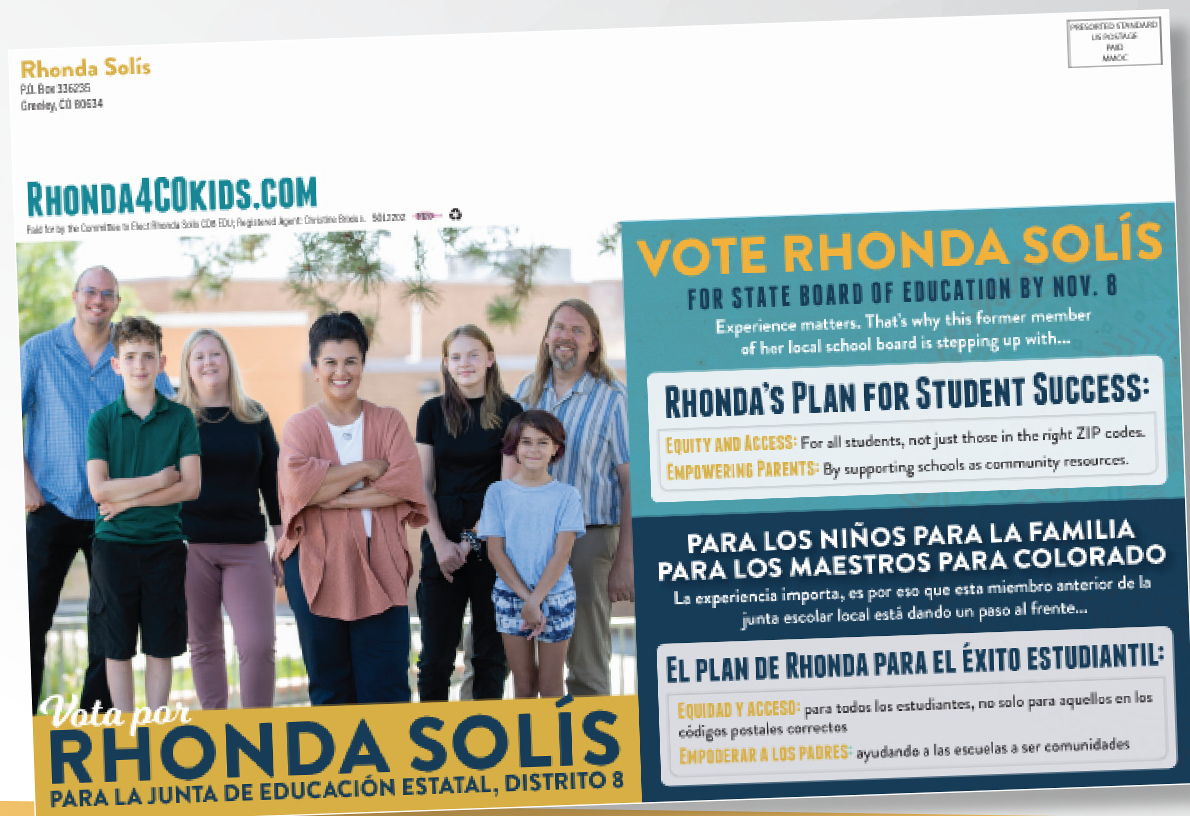
Case Study: Bilingual

RHONDA SOLÍS

In 2022, Rhonda Solís's candidacy for Colorado SBOE in the new 8th Congressional was a watershed moment for that governing body. It was also an opportunity to inspire and motivate bilingual voters (and in hope turning out a few extra folks in favor of fmr. Congresswoman Caraveo).

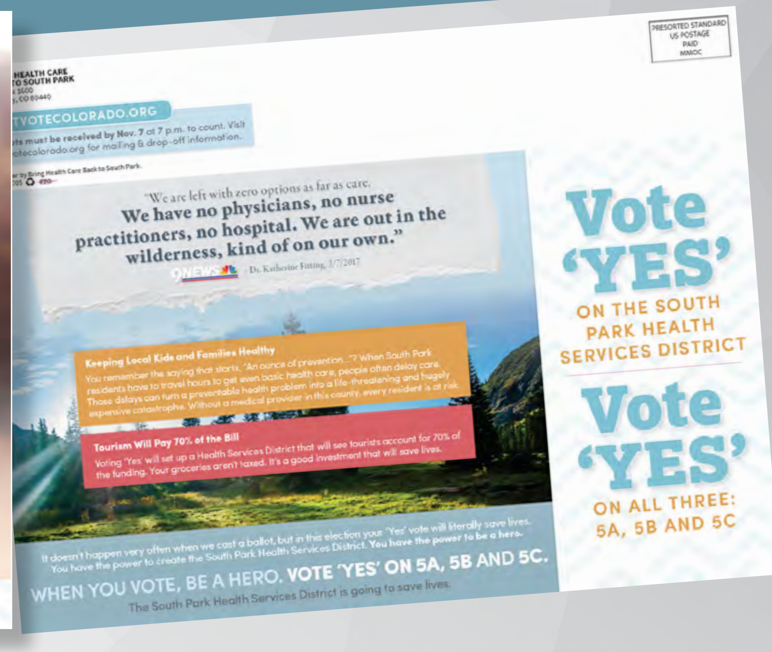
We were honored to help propel Rhonda to victory, not just with effective bilingual messaging, but with unique art that spoke to the power of her candidacy. But behind the messaging and the art lay our targeting. In an under-resourced race with absurdly low contribution limits, our goal was to stretch her scarce resources as far as possible.

In crafting Spanish-language copy, we carefully work to employ input from native speakers and proofreaders – as well as local speakers to make sure we aren't overlooking nuances.



Creative


Keeping Kids Healthy.
(PAID FOR BY TOURISTS.)
VOTE 'YES' ON 5A, 5B AND 5C
BRING HEALTH CARE BACK TO SOUTH PARK


PRESORTED STANDARD US POSTAGE PAID MMOC
"We are left with zero options as far as care. We have no physicians, no nurse practitioners, no hospital. We are out in the wilderness, kind of on our own."
Keeping Local Kids and Families Healthy
Tourism Will Pay 70% of the Bill
WHEN YOU VOTE, BE A HERO. VOTE 'YES' ON 5A, 5B AND 5C.
The South Park Health Services District is going to save lives.
Vote 'YES' ON THE SOUTH PARK HEALTH SERVICES DISTRICT
Vote 'YES' ON ALL THREE: 5A, 5B AND 5C


U.S. Rep. Brittany Pettersen
U.S. House of Representatives
502 Cannon House Office Bldg
Washington, DC 20515-0001
PRE-SORTED STANDARD
pettersen.house.gov
Rep. Brittany Pettersen
DELIVERING FOR OUR DISTRICT
Over $3 million returned to constituents
Over 1,000 Coloradans helped with casework
100,000 responses to constituent calls, emails, and letters
The Chaffee County Times
Rep. Pettersen pushing for 15 local projects
5/23/23
Courier
Pettersen keys in on rising cost of living at Woodland Park event
10/9/23
Making Government
WORK FOR YOU
I was having difficulty getting a refund from the IRS and was being told to keep waiting after 18 months. I contacted Rep. Pettersen's office to see if they could help in any way. I had a refund check within three weeks!"
- Kyle (Pine)
NEED HELP?
Social Security casework
Veterans Administration claims
IRS problems
Military service records
Small-business loan assistance
Federal grant applications
Service academy nominations
Flag requests
U.S. REPRESENTATIVE
Brittany Pettersen
Washington, DC Office
202.225.2645
Lakewood District Office
303.274.7944
Cañon City District Office
719.458.6161
Paid for by the funds authorized by the House of Representatives for the 7th District of Colorado.
U.S. HOUSE OF REPRESENTATIVES
U.S. REPRESENTATIVE
Brittany Pettersen
Proudly Representing
Colorado's 7th Congressional District

References

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Majority Leader

Colorado State House

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Rhonda Fields

Commissioner

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Alexis King

District Attorney

Colorado First Judicial District

alexis@alexisforda.com

(719) 210-1984

Recent Clients

Colorado Democratic Party

Brittany Pettersen for Colorado

Adam Frisch for Colorado

State Sen. Katy Duhigg (NM)

State Sen. Natalie Figueroa (NM)

State Rep. Day Hochman-Vigil (NM)

State Rep. Christine Chandler (NM)

State Rep. Mariann Matthews (NM)

State Sen. Chris Kolker (CO)

State Sen. Janice Marchman (CO)

State Sen. Jessie Danielson (CO)

State Sen. Dafna Michaelson Jenet (CO)

State Sen. Kyle Mullica (CO)

State Sen. Tom Sullivan (CO)

State Sen. Tony Exum (CO)

State Sen. Cathy Kipp (CO)

State Sen. Faith Winter (CO)

Majority Leader Monica Duran (CO)

State Rep. Sheila Lieder (CO)

State Rep. Cecelia Espenoza (CO)

State Rep. Tammy Story (CO)

State Rep. Amy Paschal (CO)

State Rep. Rebekah Stewart (CO)

State Rep. Matthew Martinez (CO)

State Rep. Gretchen Rydin (CO)

Rhonda Solís for State Board of Education

Arapahoe Commissioner Rhonda Fields

Boulder Commissioner Ashley Stolzmann

Clear Creek Commissioner Rebecca Lloyd

Jeffco DA Alexis King

Denver Clerk & Recorder Paul López

Denver Councilmember Darrell Watson

Denver Councilmember Flor Alvidrez

Denver Councilmember Paul Kashmann

Denver Councilmember Kevin Flynn

Denver Councilmember Chris Hinds

Westminster Councilor Obi Ezeadi

Fort Collins Mayor Jeni Arndt

Lakewood Mayor Wendi Strom

Chattanooga Mayor Tim Kelly

Buena Park Mayor Susan Sonne

NAACP State Conference CO-MT-WY

One Main Street Colorado

Our Lakewood

Kabza

Thank you for your consideration.

Andy Kabza | andy@kabza.co | 970.308.0787

RESOLUTION NO. 2026-22
OF THE FRONT RANGE PASSENGER RAIL DISTRICT
AUTHORIZING THE GENERAL MANAGER TO EXECUTE TASK ORDER NO. 2
FOR PROFESSIONAL SERVICES WITH ASPECT STRATEGIC LLC

WHEREAS, pursuant to Section 32-22-101, *et seq*., C.R.S. (the "Act"), the Front Range Passenger Rail District (the "District") was established as a body politic and corporate and a political subdivision of the state to research, develop, construct, operate, and maintain an interconnected passenger rail system within the front range that is competitive in terms of travel time for comparable trips with other modes of surface transportation; and

WHEREAS, except as otherwise specifically provided, the Board of Directors of the District (the "Board") exercises and performs all powers, privileges, and duties vested in or imposed upon the District in the Act; and

WHEREAS, Section 32-22-105(2)(d), C.R.S., authorizes the Board to pass resolutions necessary for the government and management of the affairs of the District and the execution of the District's powers and duties; and

WHEREAS, Section 32-22-105(2)(g)-(h), C.R.S., authorizes the Board to appoint, hire, and retain engineers and other professional consultants, and to prescribe methods for the performance or furnishing of labor, materials, or supplies that may be required to carry out the purposes of the Act; and

WHEREAS, the District identified the need to procure the services of consultants to help advance intercity passenger rail service along Colorado's Front Range and implement its Ballot Access Plan; and

WHEREAS, the District entered a contract for services effective April 1, 2026, with Aspect Strategic LLC ("Aspect") to provide polling services for the District (the "Contract"); and

WHEREAS, pursuant to the Contract, the District issued Task Order No. 1 with Aspect Strategic to provide survey research services and strategic advice; and

WHEREAS, the Board desires for the District to issue a second Task Order ("Task Order No. 2") to Aspect Strategic to perform additional qualitative and quantitative survey research services described in Task Order No. 2 and attached as **Exhibit A**; and

WHEREAS, pursuant to the District's *Procurement and Purchasing Policy for Goods and Services,* the Board's Finance Committee must approve a District contract of more than $20,000 but less than $150,000 and refer it to the Board for ratification at a following Board meeting; and

WHEREAS, the Finance Committee reviewed Task Order No. 2 at its meeting on June 16, 2026; and

WHEREAS, the Board now desires to authorize the execution of Task Order No. 2 and the appropriation of District funds therefor.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the District that:

1. Authorization to Execute.
   The Board hereby authorizes the General Manager to execute Task Order No. 2 with Aspect Strategic in the form provided in Exhibit A with such changes as approved by the District's general counsel and consistent with the scope and payment structure outlined in Exhibit A.

2. Payment Amount.
   The total payment amount for the additional services under Task Order No. 2 shall not exceed $100,000 without further Board approval.

APPROVED this 26th day of June 2026.

____
Chair

ATTEST:

____
Secretary

EXHIBIT A

Task Order No. 2 –
Contract for Services with Aspect Strategic

[*See attached*]

MEMORANDUM

Date: June 26, 2026

To: Board of Directors, Front Range Passenger Rail District

From: Sal Pace, General Manager

Re: Authorization of Additional Task Order with Aspect Strategic for Supplemental Research Services

Staff requests Board approval to execute an additional Task Order under the District's existing professional services contract with Aspect Strategic, LLC, in an amount not to exceed $100,000.

Earlier this year, the District approved a contract with Aspect Strategic to conduct two district wide surveys of likely voters, each consisting of approximately 1,000 respondents. Those surveys have provided important information regarding public awareness, project messaging, voter priorities, and potential funding approaches.

As the District advances toward completion of the Delivery Plan, Financial Plan, and potential 2026 ballot considerations, staff has identified a need for additional research beyond the scope of the previously approved polling program.

The proposed Task Order would authorize:

• Qualitative Research Program – $50,000

- Focus groups and/or moderated discussion sessions with voters and key stakeholder audiences.
- Testing of project concepts, funding approaches, accountability measures, service priorities, and communications materials.
- Deeper exploration of voter attitudes that cannot be adequately captured through quantitative surveys alone.

• Supplemental Quantitative Research – $50,000

- Additional survey research and analytical work to evaluate emerging policy, financial, and implementation scenarios.
- Testing of alternative funding structures, project phasing options, accountability frameworks, and voter communications.
- Analysis necessary to support Board decision-making as the District finalizes its planning work.

This research is intended solely to support the District's statutory planning, financial analysis, public information, and decision-making responsibilities. The work will provide critical information needed to evaluate project alternatives and refine implementation strategies during the final stages of plan development.

Staff recommends approval of the Task Order in an amount not to exceed $100,000.

TASK ORDER NO. 2
ASPECT STRATEGIC, LLC

Front Range Passenger Rail District

Purpose

Pursuant to Section 5 of the Contract for Services between the Front Range Passenger Rail District and Aspect Strategic, LLC dated April 1, 2026, the District authorizes the following additional services.

Scope of Work

1. Qualitative Research Program
   Amount: Not to Exceed $50,000

Consultant shall design and execute a qualitative research program that may include focus groups, online discussion boards, stakeholder interviews, message testing sessions, and other appropriate qualitative methodologies.

Services may include:

- Research design and participant recruitment
- Development of discussion guides
- Moderation and facilitation
- Analysis and reporting
- Presentation of findings and recommendations

2. Supplemental Quantitative Research
   Amount: Not to Exceed $50,000

Consultant shall provide supplemental quantitative research and analytical services beyond the two previously authorized districtwide surveys.

Services may include:

- Additional survey research
- Statistical analysis and modeling
- Testing of alternative financial, implementation, accountability, and service scenarios
- Message and communications testing
- Preparation of toplines, crosstabs, memoranda, and presentation materials
- Briefings to District staff and Board members as requested

Deliverables

- Consultant shall provide written findings, analytical memoranda, toplines, presentation materials, and verbal briefings as requested by the District.

Compensation

The District shall compensate Consultant on a time-and-materials basis, not to exceed:

- Qualitative Research Program: $50,000
- Supplemental Quantitative Research: $50,000
- Total Task Order Authorization: $100,000

Term

- Services shall be completed no later than December 31, 2026, unless otherwise extended in writing by the District.

Authorized Signatures

Front Range Passenger Rail District

By: ___________________________
Sal Pace
General Manager

Date: _________________________

Aspect Strategic, LLC

By: ___________________________
Kevin Ingham
Owner

Date: _________________________

RESOLUTION NO. 2026-23
OF THE FRONT RANGE PASSENGER RAIL DISTRICT
AMENDING THE LOCAL RETURN PROGRAM DEADLINE

WHEREAS, pursuant to Section 32-22-101, *et seq.*, C.R.S. (the "Act"), the Front Range Passenger Rail District (the "District") was established as a body politic and corporate and a political subdivision of the State of Colorado to research, develop, construct, operate, and maintain an interconnected passenger rail system within the front range that is competitive in terms of travel time for comparable trips with other modes of surface transportation; and

WHEREAS, except as otherwise specifically provided, the Board of Directors of the District (the "Board") exercises and performs all powers, privileges, and duties vested in or imposed upon the District in the Act; and

WHEREAS, pursuant to Section 32-22-105(1)(a)(II), C.R.S., the Board is empowered to approve station locations for Front Range Passenger Rail, and the Board and District staff have engaged extensively with local governments across the corridor on station locations, station area planning, and the District's funding model; and

WHEREAS, on April 24, 2026, the Board adopted Resolution No. 2026-11 approving of the District's Local Return Program as an optional mechanism through which local governments hosting permanent stations may elect to receive District funding directly and take responsibility for planning, developing, and managing station areas in their communities, enabling local control over station delivery while ensuring consistency and quality across the corridor; and

WHEREAS, pursuant to the approved Local Return Program, any local government with a designated station that provides written support for the District's Station Summary by June 30, 2026, would receive an additional 10 percent increase to its annual Local Return funding amount; and

WHEREAS, the deadline of June 30, 2026, falls during a period when council and board calendars are constrained by end-of-fiscal-year obligations, summer recesses, and scheduling limitations outside the control of partner staff; and

WHEREAS, the Board desires to amend the Local Return Program to extend the deadline for local governments provide written support for the District's Station Summary to receive an additional 10 percent increase to its annual Local Return funding amount as from June 30, 2026, to August 14, 2026, as further described in the memorandum attached as **Exhibit A** and reflected in the revised Local Return Program attached as **Exhibit B**; and

WHEREAS, the Board finds that the Local Return Program, with its revised deadline, better facilitates a timely and meaningful basis for local governments to express public support for Front Range Passenger Rail in their communities.

NOW, THEREFORE, BE IT RESOLVED by the Board of the District that:

1. The Local Return Program in the revised form attached hereto is adopted as the formal policy of the District.

2. The General Manager is authorized and directed to implement the Local Return Program consistent with this Resolution and the attached Local Return Program including administering the 10 percent incentive for local governments that provide timely public support for their District Station Summaries by the revised deadline of August 14, 2026, as described in this Resolution.
3. The General Manager is directed to continue outreach to local governments across the corridor and to report to the Board on the status of station summaries and local government support prior to and following the potential ballot referral.

APPROVED this 26th day of June 2026.

____
Chair

ATTEST:

____
Secretary

EXHIBIT A

Memorandum Regarding Local Return Program Policy Update

[*See attached*]

FRONT RANGE PASSENGER RAIL DISTRICT

MEMORANDUM

TO:	FRPRD Board of Directors
FROM:	Sal Pace, General Manager
DATE:	June 26, 2026
RE:	Local Return Program policy update

ACTION REQUESTED

Staff requests that the Planning Committee recommend to the Board of Directors the approval of an amendment to the Local Return Program adopted at the April 24, 2026 Board meeting. Staff requests an extension of the incentive deadline for receipt of written public support from June 30, 2026 to August 14, 2026. Staff recommends the Committee approve this amendment for consideration by the Board.

BACKGROUND

The Board formally adopted the Local Return Program at its April 24, 2026 meeting, establishing a population-based framework for annual funding allocations to each station partner local government over a 25-year period following voter approval of a potential funding measure. The program also includes an incentive provision under Principle 3, offering a 10% increase to the annual Local Return funding amount for any station partner local government that provides written confirmation of its FRPRD Station Summary by June 30, 2026.

Since the April 24 meeting, outreach to station partner communities across the corridor has confirmed that multiple local governments are actively engaged in developing their station narratives and wish to provide written support, but require additional time past June 30th to complete that process through their own deliberative bodies.

PROPOSED AMENDMENT: EXTENSION OF THE INCENTIVE DEADLINE TO JULY 31, 2026

Under Principle 3 of the adopted Local Return Program, station partner local governments may receive a 10% increase to their annual Local Return funding amount by providing written confirmation of their FRPRD Station Summary—through a council or board resolution or letter of support—by June 30, 2026. Staff recommends extending this deadline to August 14, 2026.

Since the April 24 Board meeting, staff has conducted active outreach across corridor communities, and multiple station partner local governments have expressed genuine interest in providing written support for their Station Summaries. Several of these communities are in the process of developing their station narratives collaboratively with FRPRD staff, and their elected or appointed governing bodies require additional time to schedule agenda items, conduct public review, and take formal action. The June 30 deadline, while intentionally designed to generate early momentum, has proven in several cases to fall during a period when council and board calendars are constrained by end-of-fiscal-year obligations, summer recesses, and scheduling limitations outside the control of station partner staff.

The incentive mechanism was designed to reward early and meaningful engagement, not to exclude communities that are actively and constructively participating in the station summary process. Extending the deadline to August 14, 2026 preserves the incentive's intent while accommodating the practical realities of local government scheduling. Several communities have specifically indicated that a later deadline would allow them to complete the process in good faith.

Staff recommends the Board approve the extension of the incentive deadline from June 30, 2026 to August 14, 2026, and direct staff to communicate the revised deadline to all station partner local governments promptly following Board action.

NEXT STEPS

Pending Board approval, staff will take the following actions:

- Update the Local Return Program document to reflect the revised incentive deadline of August 14, 2026 under Principle 3, and notify all station partner local governments of the extension.
- Continue FRPRD Station Summary development in coordination with corridor station partners, with particular attention to communities preparing to provide written support in advance of the deadline.

EXHIBIT B

Revised Local Return Program

[*See attached*]

Local Return Program & Station Planning Principles

Front Range Passenger Rail District (FRPRD)

Purpose

The Local Return Program is an optional program that local government with proposed permanent stations may opt into. The program proposes to send FRPRD funding directly to each station partner local government and allows them to control and manage the delivery of a station hall and station area infrastructure improvements in their community. Upon voter approval, FRPRD will directly fund the train and train service to each station location, including all improvements within the Class 1 freight railway rights-of-way. Station partners (local governments) would plan, develop, and manage station halls and station areas using dedicated funding if they chose to opt in.

The Local Return Program and the principles identified below simplify implementation and preserve local flexibility while ensuring high-quality station delivery and clear public understanding across the corridor. The Local Return Program is optional, and Principle 4 below identifies the path for local governments that do not wish to participate in the program.

Principle 1: Local Return Funding

Following voter approval of a regional funding measure, FRPRD will provide annual funding for a 25-year period to each local government hosting a passenger rail station.

Local Return funding must support the design, construction, operation, and maintenance of a passenger rail station, and may support broader station-area investments that enhance access, connectivity, and functionality, including multimodal access and first- and last-mile improvements. Station-area expenditures may include operational activities for enhancing transit and multi-modal access, as improving access may fall outside of traditional capital expenditures. The train system's essential components, such as the platforms, sidings, canopies and ADA access to the platforms, will be paid for by FRPRD directly.

Final funding conditions, scopes, and obligations for the Local Return Program will be formalized through an Intergovernmental Agreement (IGA) following voter approval of the referred ballot question.

Local Return funding amounts will be awarded for 25 years after ballot passage and will be based on community population:

- **Over 700,000:** $9.0 million annually
- **Over 300,000:** $3.5 million annually
- **Over 99,000:** $3.0 million annually
- **Over 75,000:** $2.5 million annually

- **Over 20,000:** $2.0 million annually
- **Under 20,000:** $1.5 million annually

Population will be determined using the current and most recent census or state demographic estimates.

Principle 2: Public Facing Materials for Station Areas

Public Facing Materials

FRPRD is obligated to educate the public around the proposed train service, including identification of station locations and planning efforts to date by each local government. FRPRD will be developing narratives and graphics that summarize station readiness across the District. FRPRD will work with local governments to share their relevant station and station area planning efforts to date within these summaries.

Anticipated information for each Station Summary will include materials that are consistent across the corridor and designed for general public understanding, including:

- Identification of planned station locations, including Joint Service station locations (for northern stations) which are expected to be identified publicly by the JSEOC in the coming weeks.
- Narrative summaries of key station and station area details, including adjacent land uses, proximity to major roads and trail systems, key regional destinations, transit connections within the station area, parking, and related transportation and land use information pertinent to an intercity rail system
- Graphics that highlight station locations and station areas, including possible station hall architecture and/or station design perspectives. As design details are not yet finalized, FRPRD expects that many graphics will be both conceptual and aspirational in nature.
- Identification of planning efforts to date for each station and station area, current planning efforts underway, and expected planning efforts post-ballot.
- Acknowledgement that additional planning is required for every station and station area, and that the FRPRD will be able to assist with local planning efforts through the Local Return Program.

These descriptions are non-binding, and local governments may modify them following passage of a ballot measure.

Principle 3: Incentive for Local Government Support of FRPRD Station Summaries

Any local government (with a designated station) that enters into an agreement with FRPRD or provides written confirmation supporting FRPRD's Station Summary (either a council/board resolution or letter of support) by August 14, 2026 will receive an additional 10% increase to its annual Local Return funding amount.

- The agreement or support document will speak to intent only, and does not lock in final designs, funding allocations, or implementation obligations. FRPRD's main goal for this public support document is to show local government support for FRPRD's public facing station summary.
- Local governments are encouraged to partner with FRPRD staff and consultants in shaping and refining the summary narrative.
- Final funding and implementation details will be established after ballot passage with IGAs.

Principle 4: Minimum Station Delivery

If a local government elects not to accept the Local Return funding, the District will deliver, operate and maintain a station sufficient to support safe, accessible passenger rail service. Under this scenario, the local government will be included in planning for the station delivery in their community, including the planning, design and construction components.

Additional Clarifications

- Local governments are not required to enter into agreements or confirm support for FRPRD's Station Summary ahead of ballot referral to receive the base amount of Local Annual Return funding.
- Local governments are not required to contribute to ballot access costs.
- The 10% incentive is tied solely to endorsement of FRPRD station summary by August 14, 2026.

RESOLUTION NO. 2026-24
OF THE FRONT RANGE PASSENGER RAIL DISTRICT
IDENTIFYING A STATION SERVING NORTHERN COLORADO SPRINGS

WHEREAS, pursuant to Section 32-22-101, *et seq.*, C.R.S. (the "Act"), the Front Range Passenger Rail District (the "District") was established as a body politic and corporate and a political subdivision of the State of Colorado to research, develop, construct, operate, and maintain an interconnected passenger rail system within the front range that is competitive in terms of travel time for comparable trips with other modes of surface transportation; and

WHEREAS, except as otherwise specifically provided, the Board of Directors of the District (the "Board") exercises and performs all powers, privileges, and duties vested in or imposed upon the District in the Act; and

WHEREAS, pursuant to Section 32-22-105(1)(a)(II), C.R.S., the Board is also empowered to approve station locations for Front Range Passenger Rail; and

WHEREAS, the Board previously approved *Resolution No. 2024-12* setting the District's criteria for consideration of primary and secondary station locations, and designating nine locations as primary station locations for Front Range Passenger Rail along the recommended route between Pueblo and Fort Collins; and

WHEREAS, the Board subsequently approved *Resolution No. 2025-16* in which it determined that as part of the implementation plan for starter service in the northwest rail corridor from Denver to Fort Collins ("Joint Service"), it was appropriate to add three additional primary station locations, for a total of twelve primary stations; and

WHEREAS, discussions with community leaders and stakeholders, as well as public engagement conducted through town halls and outreach events during the spring of 2026, revealed that many residents in northern Colorado Springs are reluctant to travel to a downtown Colorado Springs station; and

WHEREAS, seventy-six percent of Colorado Springs residents (371,000 out of 476,000 total) live north of the planned downtown Colorado Springs station, and ridership modeling indicates that 77% of the boardings in Colorado Springs are travelers going north; and

WHEREAS, the North Gate Boulevard/Interquest area, which is typically considered the northern Interstate 25 gateway to Colorado Springs, is approximately thirteen miles north of the downtown Colorado Springs station; and

WHEREAS, analysis indicates that a northern Colorado Springs station would improve regional access to passenger rail service and better align with travel patterns in northern El Paso County; and between one-third to one-half of Colorado's Springs' residents in northern Colorado Springs (estimated between 223,000 and 314,000 people in northern Colorado Springs and El

Paso County) would live closer to a northern Colorado Springs station than a downtown station; and

WHEREAS, development of a station in northern Colorado Springs would better align station access with regional travel patterns by eliminating the need for many residents to travel ten or more miles south to access northbound passenger rail service, thereby supporting increased ridership; and

WHEREAS, the next currently planned permanent Colorado Connector stop along the Interstate 25 corridor north of Colorado Springs is approximately 71 miles north in downtown Denver, following the decision by Castle Rock to not host a station and the District's approval of Sterling Ranch along US85 as the service location in Douglas County; and

WHEREAS, analysis shows a northern Colorado Springs station would open Front Range Passenger Rail services to an additional 30,000-31,000 residents who otherwise reside too far away to easily access any station; and

WHEREAS, an estimated 345,000 residents would benefit from a station location serving northern Colorado Springs, which has a higher growth rate compared to both Colorado Springs overall and the entire District; and

WHEREAS, a station located in northern Colorado Springs, situated between Interstate 25 Exits 148 and 153, would be located approximately eight to thirteen miles from the downtown Colorado Springs station, thereby satisfying the District's minimum station spacing requirement of five miles; and

WHEREAS, the District has determined that a station location should be identified in the northern Colorado Springs area contingent upon host railroad approval, and compliance with the District's criteria for consideration of station locations as approved in *Resolution No. 2024-12*; and

WHEREAS, the Board desires the General Manager and District staff to work alongside the City and other local governments in accordance with Section 32-22-106(1)(h), C.R.S., as well as with Class 1 carriers, technical planning experts, the District's financial modeling team and relevant property owners to study options for a northern Colorado Springs station, including potential locations, technical feasibility, and implementation.

NOW, THEREFORE, BE IT RESOLVED by the Board of the District that:

1. The addition of a station location in the northern Colorado Springs area is approved, subject to the conditions identified in this Resolution.

2. The General Manager and District staff shall work alongside the City, other local governments, Class 1 carriers, technical planning experts, the District's financial

modeling team and relevant property owners to study options for a northern Colorado Springs station, including potential locations, technical feasibility, and implementation.

APPROVED this 26th day of June 2026.

____
Chair

ATTEST:

____
Secretary

RESOLUTION NO. 2026-25
OF THE FRONT RANGE PASSENGER RAIL DISTRICT
EXPRESSING SUPPORT FOR THE CITY OF FORT COLLINS' APPLICATION TO THE FTA'S PILOT PROGRAM FOR TOD PLANNING

WHEREAS, pursuant to Section 32-22-101, *et seq.*, C.R.S. (the "Act"), the Front Range Passenger Rail District (the "District") was established as a body politic and corporate and a political subdivision of the state to research, develop, construct, operate, and maintain an interconnected passenger rail system within the front range that is competitive in terms of travel time for comparable trips with other modes of surface transportation ("Front Range Passenger Rail"); and

WHEREAS, Section 32-22-105(2)(d), C.R.S. authorizes the Board of Directors of the District (the "Board") to pass resolutions for the government and management of the affairs of the District and the execution of the District's powers and duties; and

WHEREAS, the District and the City of Fort Collins (the "City") have been coordinating in preparation for the City's future station so riders can arrive, connect, and easily move throughout the community, including the Midtown Corridor which brings together the future station area, MAX Bus Rapid Transit, local destinations, and opportunities for future redevelopment; and

WHEREAS, the Federal Transit Administration ("FTA") administers the Pilot Program for Transit-Oriented Development Planning ("Pilot Program for TOD Planning"), a program to integrate land use and transportation planning near new core capacity transit by providing funding for comprehensive planning to examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations; and

WHEREAS, the City is applying to participate in the FTA's Pilot Program for TOD Planning which will further support the City's planning efforts for its future station and the Midtown Corridor; and

WHEREAS, the District supports the City's application to participate in the FTA's Pilot Program for TOD Planning as further described in the District's letter of support, attached as **Exhibit A**.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Front Range Passenger Rail District that the Board hereby expresses its formal support for the City of Fort Collins' application to participate in the FTA's Pilot Program for TOD Planning.

APPROVED this 26th day of June 2026.

____
Chair

ATTEST:

____
Secretary

EXHIBIT A

The District's Letter of Support Regarding FY 2026 Pilot Program for Transit-Oriented Development Planning – Midtown Transit Development Project

[*See attached*]

Date

The Honorable Sean Duffy
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: FY 2026 Pilot Program for Transit-Oriented Development Planning – Midtown Transit Development Project

Dear Mr. Secretary:

On behalf of Front Range Passenger Rail, I am pleased to share our support for the City of Fort Collins' application to the Federal Transit Administration's Pilot Program for Transit-Oriented Development Planning.

Front Range Passenger Rail will provide intercity passenger rail service along Colorado's Front Range from Pueblo and Fort Collins. As planning for rail service moves forward, Fort Collins has an opportunity to prepare the area around the future station so riders can arrive, connect, and move throughout the community easily.

Front Range Passenger Rail has been coordinating with the City to move this work forward. The Midtown Corridor is especially important because it brings together the future passenger rail station area, MAX Bus Rapid Transit, local destinations, and opportunities for future redevelopment. Looking at these pieces together now will help Fort Collins make better decisions about station access, parking, circulation, public space, and connections between rail and local transit.

Passenger rail succeeds when stations are easy to reach and connected to the communities around them. This planning effort will help Fort Collins update local plans and tools so future station-area decisions support a positive rider experience and stronger connections between passenger rail and the Midtown Corridor.

Front Range Passenger Rail appreciates the City's work to ensure the success of future passenger rail service by planning now for station access, local connections, and the rider experience. We strongly support this application and respectfully encourage the U.S. Department of Transportation to give it full consideration.

Sincerely,

[Name]
[Title]
Front Range Passenger Rail

FRPR District Fare Considerations Discussion

June 26, 2026

FRPR FRONT RANGE PASSENGER RAIL

Discussion Outline

1 **OBJECTIVES**

2 **FARE POLICY COMPONENTS**

- Fare Policy Components
- Fare Structure
- Other Considerations
  - → *Fare Products*
  - → *Transfers*
  - → *Reduced Fares*

3 **RECOMMENDATIONS**

Objectives

- Discussion around fare policy for Front Range intercity passenger service.
- Confirm recommendations on fare policy to incorporate into the Delivery Plan to provide voters an understanding of what they may expect regarding fares to use the service.

DRAFT for DISCUSSION

Fare Policy Components

- Developing a fare policy requires balancing ridership and revenue and considering accessibility and affordability for users
- Primary components of fare policy:
  - Fare structure
  - Fare products
  - Transfers / cross-honoring passes
  - Reduced fare groups
- These components influence pricing, ridership, and revenue

Fare Structure

- Intercity passenger rail fares are different than transit fares
  - Distance-based fares to account for longer distance traveled (often with per-mile costs that decrease with greater trip lengths)
  - Higher fares consistent with higher level of service (travel times, trip frequency) and more amenities
  - "Differential pricing" and "dynamic pricing" (e.g., peak period pricing or active "yield management") and reservation requirements to manage demand and revenue

- History of distance-based fares in the region
  - Bustang has distance-based trips for its intercity bus service
  - Prior to 2023, RTD had distance-based fares on rail and regional bus services over 9.5 miles

DRAFT for DISCUSSION

Fare Structure

	FRONT RANGE			FARES		TRAVEL TIME *(mins)*		TRIPS/WKDAY	
	Distance *(miles)*	Est. Travel Time *(mins)*	Trips/ Wkday	Bustang	RTD	Bustang	RTD	Bustang	RTD
TRIPS TO/FROM DUS									
Fort Collins to DUS	70	90-95	10	$10.00	-	120	-	12	-
Longmont to DUS	44	50-55	10	$6.00	$2.75	30	46-51	12	4
Boulder to DUS	32	40-45	10	-	$2.75	-	42-67	-	8-9 exp 60-63 reg
Littleton to DUS	9	15-20	6	-	$2.75	-	30-32	12	64
Colorado Springs to DUS	75	90-95	6	$12.00	-	135	-	12	-
Pueblo to DUS	119	130-135	4	-	-	-	-	-	-
INTERMEDIATE TRIPS									
Fort Collins to Longmont	26	35-40	10	$6.00		50	-	12	-
Longmont to Boulder	13	10-15	10	-	$2.75	-	50-105	12	27-29
Colorado Springs to Pueblo	44	40-45	4	$8.00	-	60	-	1	-

Fare Products

- Fare products, such as multi-ride tickets and monthly passes, can increase affordability for more frequent customers
  - Products can only be used by the passenger on the pass and expire at end of calendar month or after a 45-90 day period
- Reservation process can also accommodate use of pre-purchased fare products
  - For reserved services, Amtrak RideReserve enables customers to use their 10-ride ticket or monthly pass

Intercity Fare Product Examples

Bustang offers up to 25% discount on multi-ride tickets

10 Ride: 10% discount
20 Ride: 20% discount
40 Ride: 25% discount

Amtrak offers discounts on monthly passes and 10-ride tickets

Sacramento to Oakland:
~55% discount on monthly pass,
32% discount on 10-ride

Fare Products

- Other fare products for small groups / families:
  - Discounted companion fares
  - Free rides for youth traveling with adult on weekends/holidays

- Special event fare products:
  - Bustang to Broncos: $15.00 one-way fare
  - NJ Transit to MetLife Stadium (NY Jets, NY Giants): *$9.90-$12.90 round-trip*

Transfers / Cross Honoring-Passes

- Agreements between intercity rail operator and transit agencies can provide a more seamless experience for customers
  - Interagency transfers that enable customers to use their rail tickets/pass to ride free on transit
  - Through ticketing or add-on passes to pay for the entire trip upfront
- Agreements often involve revenue sharing or reimbursements
  - Metrolink in Los Angeles has built in a transfer charge into its base fare to enable customers to transfer to local transit services for free

Reduced Fare Groups

- Half fares for seniors (65+) and people with disabilities are only required during off-peak for recipients of 5307 federal funds
- Agencies often extend discounts all day and to other groups (e.g., youth)
- Discounts on intercity rail are generally less (~15%) than transit

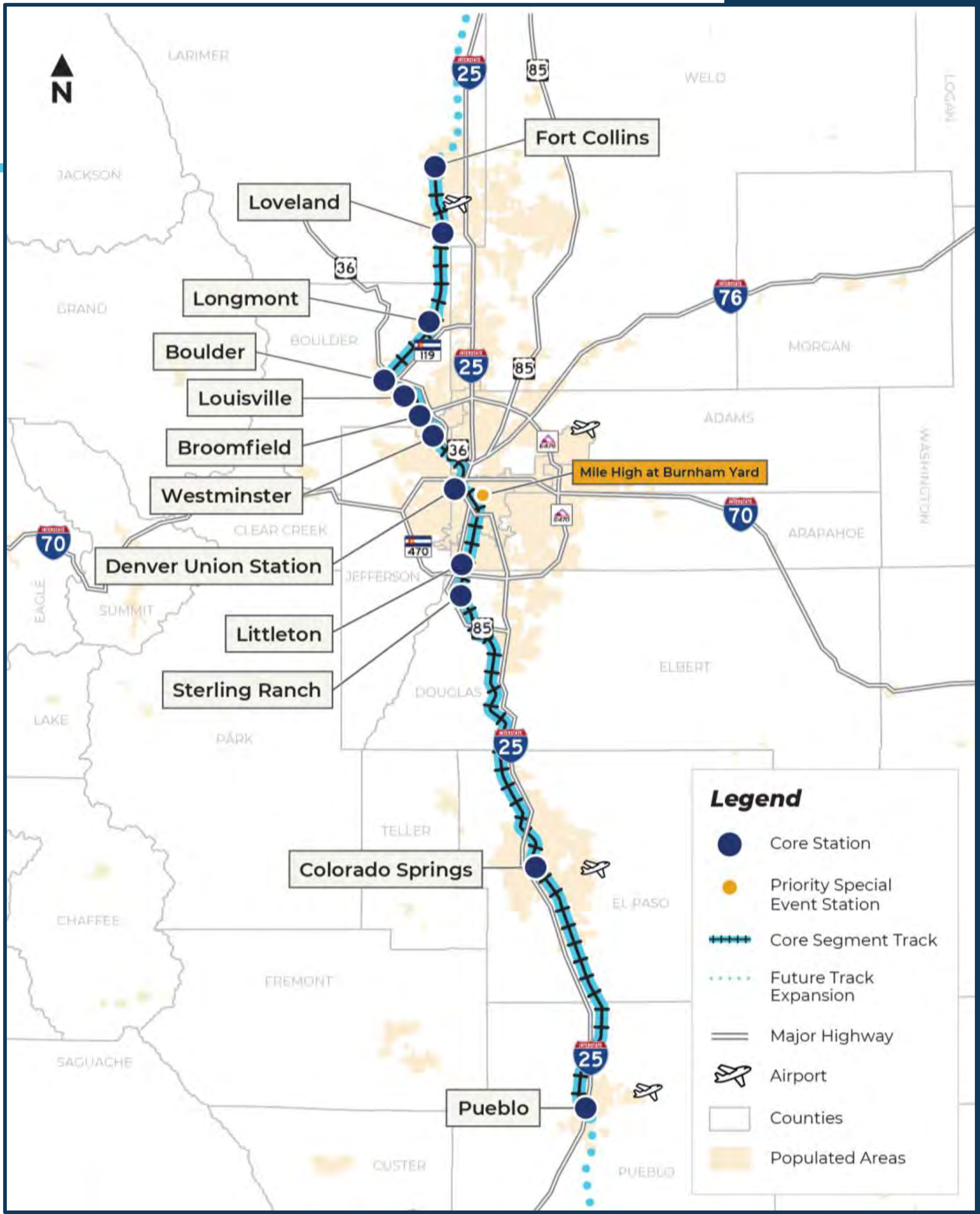
	REDUCED FARE GROUP				
	Senior	Disabled	Youth	Veteran/ Military	Low-Income
Bustang	25% off *(65+ yrs)*	25% off	50% off *(2-11 yrs)*		
RTD	50% off *(65+ yrs)*	50% off	Free *(0-19 yrs)*	Free *(Military)*	50% off
Loveland Transit	50% off *(60+ yrs)*	50% off	Free *(0-17 yrs)*		
Mountain Metro	50% off *(60+ yrs)*	50% off	50% off *(6-18 yrs)*		
Pueblo Transit	50% off *(60+ yrs)*	50% off	20% off *(Student)*	Free	
Transfort	Free fares for all customers				

FRPR FRONT RANGE PASSENGER RAIL

Recommendations

Fare Structure

- Implement distance-based fare structure to account for longer distance traveled
- Promote long-distance trips by exploring decreasing per-mile costs for greater trip lengths
- Price fares moderately higher than local transit services to reflect higher value of the service, while encouraging FRPR ridership
- Allow flexibility to implement "differential pricing" and "dynamic pricing" to promote use during off-peak and weekends, maximize ridership on lightly-booked departures and potentially manage peak demand



DRAFT for DISCUSSION

Recommendations

Fare Products

- Offer multi-ride fare products to make Front Range service affordable for commuters and frequent customers, such as multi-ride tickets and monthly passes
- Promote affordability for families and weekend users by considering discounted companion fares and free rides for youth on weekends/holidays
- Explore special event passes to promote use by infrequent customers

Transfers / Cross-Honoring Passes

- Offer a seamless fare payment experience by working with local transit agencies to enable customers to transfer to/from local service with a Front Range ticket/pass
- Incorporate a transfer fee into pricing to pricing to accommodate reimbursements

Reduced Fare Groups

- Explore discounts for specific groups to promote accessibility
- Consider discounts based on any federal requirements

DRAFT for DISCUSSION

FRONT RANGE PASSENGER RAIL DISTRICT

MEMORANDUM

TO:	FRPRD Board of Directors
FROM:	Sal Pace, General Manager
DATE:	June 26, 2026
RE:	Special Event Stations – Burnham Yard and South Broadway Candidate Locations

ACTION REQUESTED

Staff requests that the Board of Directors approve two candidate locations for special event stations along the FRPR corridor under the policy framework reviewed by the Board in April, and authorize staff to proceed to full study and partner engagement at each.

The first candidate is the Broncos stadium and mixed-use district at Burnham Yard in Denver, which staff recommends as the District's first special event station. Recent developments at the site have strengthened what was already the strongest case on the corridor, and staff requests Board approval to move from conceptual review to full study, including formal engagement with the Class 1 railroads, the City and County of Denver, and the Broncos organization.

The second candidate is the Denver Summit FC stadium at Santa Fe Yards, in Denver's South Broadway neighborhood, presented to the Board for the first time in this memorandum. Staff recommends the Board approve this location as a second candidate for full study, recognizing that the site is smaller in scale than Burnham Yard, but that it meets the threshold criteria of the District's evaluation framework and merits the same engagement process with the Class 1 railroads, the City and County of Denver, and the Denver Summit organization.

Approval of both candidates will allow staff to reflect the District's special event station strategy in the Delivery Plan the District expects to issue in July, as well as initiate formal planning efforts with the Class 1 railroads and station partners.

BACKGROUND

This memorandum builds on the staff presentation to the Planning Committee on April 8, 2026, the Executive Committee on April 21, 2026, and the full Board on April 24, 2026, each of which reviewed a policy framework for evaluating special event station candidates along the corridor and responded with clear support for the approach.

Two sites in Denver have advanced far enough in their own planning processes this spring to warrant Board consideration now: the Broncos stadium and mixed-use district at Burnham Yard, and the Denver Summit FC stadium at Santa Fe Yards. Both sit along the Colorado Joint Line and both represent the kind of high-demand destination the District's framework was designed to evaluate.

The District recognizes that the primary consideration for any special event station location is coordination and planning with the Class 1 railroads, and while preliminary conversations for both station location candidates has occurred, the designation requested herein allows for the investment of time and effort to validate assumptions and constraints with the railroads and formalizes planning next steps.

SPECIAL EVENT STATION APPROACH

A special event station designation is a question about what justifies adding a stop location, building out its infrastructure, and negotiating host railroad access for service on a regular basis. Any proposed station, whether driven by event demand, destination travel, or community development, requires the same foundational test: does the case for service at this location justify the investment, the operational commitment, and the complexity of host railroad negotiation? Event demand is one important input into that analysis, not a sufficient answer on its own.

FRPR will operate under the FRA framework as intercity passenger rail, a model defined by longer-distance travel, scheduled service, and investment decisions that must stand on durable ridership and public benefit. The closest Colorado analogy is the Amtrak Winter Park Express, a purpose-designed intercity product scheduled and marketed around a specific high-demand destination with consistent ridership. That model is one FRPR can learn from, and it is meaningfully different from RTD, which navigates event-day service under its own regulatory framework and with commuter frequencies well beyond what FRPR's initial intercity service will offer.

For FRPR, proximity to the Class 1 alignment is the first filter for any candidate. The route uses the BNSF Subdivision north of Denver and the Colorado Joint Line, operated jointly by BNSF and Union Pacific, south of Denver to Pueblo. Most event venues along the Front Range are not directly adjacent to those tracks, which makes proximity a necessary but not sufficient starting point. The full case still has to address transportation need, operational feasibility, and investment justification.

A FRAMEWORK FOR EVALUATION

The three-part test the Board reviewed in April remains the basis for evaluating any special event station candidate. The first consideration is whether a genuine transportation need exists at the location, independent of any single event, with sustained demand across multiple events and years rather than reliance on one event calendar. The second consideration is whether FRPR can deliver meaningful service within the intercity model, recognizing that an initial schedule of three to six daily trains will not match the flexibility of a high-frequency commuter system, even as the District will explore targeted timetable adjustments with the Class 1 railroads around major events. The third consideration is whether the investment case can be assembled, including a compliant platform, host railroad coordination on dwell time and scheduling, capital investment from one or more parties, and a sustainable operating framework.

BRONCOS STADIUM AT BURNHAM YARD, DENVER – RECOMMENDED FIRST CANDIDATE

Staff recommends that the Board approve the Broncos stadium and mixed-use district at Burnham Yard as the District's first special event station candidate and authorize staff to proceed to full study and formal engagement with the City and County of Denver, the Broncos organization, and the Class 1 railroads.

On transportation need, the case is clear and multi-dimensional. The planned development spans roughly 150 acres anchored by a retractable roof stadium designed to host NFL games, college and professional sporting events, concerts, conventions, and civic programming throughout the year. A rider from Pueblo, Colorado Springs, Fort Collins, or Boulder who chooses FRPR for a Broncos game or a major concert avoids one of the most congested surface corridors on the Front Range, and the retractable roof means that demand is persistent rather than seasonal.

On operational feasibility, the model is workable within FRPR's intercity service. FRPR will not operate a dedicated game-day shuttle at three to six daily trains, but riders will plan around the schedule the way intercity rail has long supported destination travel, whether by arriving early to spend time in the district, staying overnight, or finding that same-day travel works for a given event. The District can also continue to explore targeted schedule adjustments with the Class 1 railroads around major events as planning matures.

On investment assembly, the case has strengthened considerably since the Board last reviewed this framework in April. The Broncos finalized a purchase agreement with the Colorado Department of Transportation in May to acquire the core 58-acre parcel, with closing expected this fall, moving the project from a preferred site to a site under contract. The Broncos' Large Development Review submission to the City and County of Denver identifies a Front Range Passenger Rail stop on the site plan, sited along the Colorado Joint Line, which forms the western boundary of the property. Rezoning, the Community Benefits Agreement, and the Small Area Plan process with the City remain underway, and staff anticipates construction could begin as early as 2027 toward a 2031 opening that aligns closely with FRPR's projected service launch. Staff is already in active discussion with the City and the Broncos, and Board approval would allow that engagement to formalize into the next phase of joint planning.

DENVER SUMMIT STADIUM AT SANTA FE YARDS, DENVER — RECOMMENDED SECOND CANDIDATE

Staff also recommends that the Board approve the Denver Summit FC stadium at Santa Fe Yards in Denver's South Broadway neighborhood as a second special event station candidate for full study, with the same authorization to engage the City and County of Denver, the Denver Summit organization, and the Class 1 railroads.

On transportation need, the case is meaningful and multi-faceted. The Denver Summit stadium is proposed as a 14,500-seat, purpose-built venue for NWSL matches, concerts and other large format events. Riders from across the corridor attending Denver Summit games or other events at the stadium would avoid the congestion of I-25, and the site's location adjacent to RTD's I-25 and Broadway light rail station means it would also serve as a connection point into the broader Denver transit network, distinct from but complementary to FRPR's intercity service.

On operational feasibility, the same intercity model that applies at Burnham Yard applies here, with the same expectation that riders will plan around scheduled service rather than event-timed departures. The stadium's planned spring 2028 opening is earlier than FRPR's own projected service launch, which means that intercity rail service would become available a few years later, thereby benefitting from the development of the integrated, mixed-use districts across both the Summit and Gates development sites immediately adjacent to the station area.

On investment assembly, the site sits directly along the Colorado Joint Line as it follows Santa Fe Drive south of downtown Denver, and Denver Summit FC closed on the 14-acre Santa Fe Yards property in March following City Council's approval of city funding for the land purchase. Design work by Populous and construction by Mortenson are underway on a budgeted $225M stadium. The investment case here is real, with multiple, adjacent large-scale developments including the stadium as an economic and transportation driver at it’s core. Staff recommends the Board approve this candidate for full study as the second candidate as a special event station.

NEXT STEPS

Pending Board direction, staff proposes the following:

- The Board approve the Broncos stadium at Burnham Yard as the District's first special event station candidate and authorize staff to proceed to full study and formal engagement with the City and County of Denver, the Broncos organization, and the Class 1 railroads.

- The Board approve the Denver Summit FC stadium at Santa Fe Yards as a second special event station candidate for full study, and authorize staff to proceed to formal engagement with the City and County of Denver, the Denver Summit organization, and the Class 1 railroads.
- Staff reflect both candidates and the District's special event station strategy in the Delivery Plan expected to be issued in July 2026.
- Staff continue to refine the formal evaluation framework as needed, and report back to the Board as planning for the special event station candidates continues.

Front Range Passenger Rail District

2026 Master Calendar

Updated June 22, 2026

This calendar includes all scheduled Outreach meetings, Board meetings, and Committee meetings for the Front Range Passenger Rail District for 2026.

Board and Committee Meetings

- FRPRD Board Meeting: 4th Friday of each month, 9:00 AM – 11:30 AM MT
- Government Affairs and Communications Committee: 1st Monday, 10:00 AM – 11:00 AM MT
- Finance and Executive Committee: 3rd Tuesday, 1:00 PM – 2:30 PM MT
- Planning Committee: 2nd Wednesday, 8:00 AM – 9:30 AM MT

Date	Meeting	Time
Monday, Jan 5, 2026	Government Affairs and Communications Committee	10:00 AM – 11:00 AM
Wednesday, Jan 14, 2026	Planning Committee	8:00 AM – 9:30 AM
Tuesday, Jan 20, 2026	Finance and Executive Committee	1:00 PM – 2:30 PM
Friday, Jan 23, 2026	FRPRD Board Meeting	9:00 AM – 11:30 AM
Monday, Feb 2, 2026	Government Affairs and Communications Committee	10:00 AM – 11:00 AM
Wednesday, Feb 11, 2026	Planning Committee	8:00 AM – 9:30 AM
Tuesday, Feb 17, 2026	Finance and Executive Committee	1:00 PM – 2:30 PM
Friday, Feb 27, 2026	FRPRD Board Meeting	9:00 AM – 11:30 AM
Monday, Mar 2, 2026	Government Affairs and Communications Committee	10:00 AM – 11:00 AM
Wednesday, Mar 11, 2026	Planning Committee	8:00 AM – 9:30 AM
Tuesday, Mar 17, 2026	Finance and Executive Committee	1:00 PM – 2:30 PM
Friday, Mar 27, 2026	FRPRD Board Meeting	9:00 AM – 11:30 AM
Monday, Apr 6, 2026	Government Affairs and Communications Committee	10:00 AM – 11:00 AM
Wednesday, Apr 8, 2026	Planning Committee	8:00 AM – 9:30 AM
Tuesday, Apr 21, 2026	Finance and Executive Committee	1:00 PM – 2:30 PM
Friday, Apr 24, 2026	FRPRD Board Meeting	9:00 AM – 11:30 AM
Monday, May 4, 2026	Government Affairs and Communications Committee	10:00 AM – 11:00 AM
Wednesday, May 13, 2026	Planning Committee	8:00 AM – 9:30 AM
Tuesday, May 19, 2026	Finance and Executive Committee	1:00 PM – 2:30 PM
Friday, May 22, 2026	FRPRD Board Meeting	9:00 AM – 11:30 AM

Monday, Jun 1, 2026	Government Affairs and Communications Committee	10:00 AM – 11:00 AM
Wednesday, Jun 10, 2026	Planning Committee	8:00 AM – 9:30 AM
Tuesday, Jun 16, 2026	Finance and Executive Committee	1:00 PM – 2:30 PM
Friday, Jun 26, 2026	FRPRD Board Meeting	9:00 AM – 11:30 AM
Monday, Jul 6, 2026	Government Affairs and Communications Committee	10:00 AM – 11:00 AM
Wednesday, Jul 8, 2026	Planning Committee	8:00 AM – 9:30 AM
Tuesday, Jul 21, 2026	Finance and Executive Committee	1:00 PM – 2:30 PM
Friday, Jul 24, 2026	FRPRD Board Meeting	9:00 AM – 11:30 AM
Monday, Aug 3, 2026	Government Affairs and Communications Committee	10:00 AM – 11:00 AM
Wednesday, Aug 12, 2026	Planning Committee	8:00 AM – 9:30 AM
Tuesday, Aug 18, 2026	Finance and Executive Committee	1:00 PM – 2:30 PM
Friday, Aug 28, 2026	FRPRD Board Meeting	9:00 AM – 11:30 AM
Monday, Sep 7, 2026	Government Affairs and Communications Committee	10:00 AM – 11:00 AM
Wednesday, Sep 9, 2026	Planning Committee	8:00 AM – 9:30 AM
Tuesday, Sep 15, 2026	Finance and Executive Committee	1:00 PM – 2:30 PM
Friday, Sep 25, 2026	FRPRD Board Meeting	9:00 AM – 11:30 AM
Monday, Oct 5, 2026	Government Affairs and Communications Committee	10:00 AM – 11:00 AM
Wednesday, Oct 14, 2026	Planning Committee	8:00 AM – 9:30 AM
Tuesday, Oct 20, 2026	Finance and Executive Committee	1:00 PM – 2:30 PM
Friday, Oct 23, 2026	FRPRD Board Meeting	9:00 AM – 11:30 AM
Monday, Nov 2, 2026	Government Affairs and Communications Committee	10:00 AM – 11:00 AM
Wednesday, Nov 11, 2026	Planning Committee	8:00 AM – 9:30 AM
Tuesday, Nov 17, 2026	Finance and Executive Committee	1:00 PM – 2:30 PM
Friday, Nov 27, 2026 (Day after Thanksgiving)	FRPRD Board Meeting	9:00 AM – 11:30 AM
Monday, Dec 7, 2026	Government Affairs and Communications Committee	10:00 AM – 11:00 AM
Wednesday, Dec 9, 2026	Planning Committee	8:00 AM – 9:30 AM
Tuesday, Dec 15, 2026	Finance and Executive Committee	1:00 PM – 2:30 PM
Friday, Dec 25, 2026 (Christmas Day – may need rescheduling)	FRPRD Board Meeting	9:00 AM – 11:30 AM

Outreach Meetings

The following City Council presentations and community outreach/speaking engagements are scheduled throughout 2026. Entries are listed chronologically.

Date	Event	Time	Location
City Council Meetings			
3/17/2026	Littleton City Council - Presentation	6:00 PM	Littleton, CO
3/24/2026	Loveland City Council - Presentation	6:00 PM	Loveland, CO
5/12/2026	Longmont City Council – Presentation & Resolution	7:00 PM	Longmont, CO
5/18/2026	Westminster City Council Work Session	6:30 PM / ~7:15 PM	Westminster, CO
5/26/2026	Fort Collins City Council Work Session	6:00 PM	Fort Collins, CO
6/2/2026	Loveland City Council – Resolution	6:00 PM	Loveland, CO
6/2/2026	Louisville City Council - Presentation and Resolution	6:00 PM	Louisville, CO
6/3/2026	Denver City Council - Transportation & Infrastructure Committee	1:30 – 3:00 PM	Denver, CO
6/8/2026	Westminster City Council – Resolution	6:30 PM	Westminster, CO
6/9/2026	Broomfield City Council Regular Meeting – Presentation	6:00 PM	Broomfield, CO
6/15/2026	Pueblo City Council	5:30 PM	Pueblo, CO
6/16/2026	Fort Collins City Council – Resolution	6:00 PM	Fort Collins, CO
6/16/2026	Littleton City Council – Support Letter endorsed by Council	6:00 PM	Littleton, CO
6/17/2026	Denver City Council T&I Committee – Proclamation prep	1:30 PM	Denver, CO
6/19/2026	Sterling Ranch Community Advisory Board (CAB) Meeting	1:00 PM	Sterling Ranch, CO
6/22/2026	Pueblo City Council – Resolution	5:30 PM	Pueblo, CO
7/7/2026	Trinidad City Council – Presentation & Resolution	6:00 PM	Trinidad, CO
7/13/2026	Denver City Council - Proclamation	5:30 PM	Denver, CO
7/16/2026	Broomfield City Council (2nd meeting)	6:00 PM	Broomfield, CO
Outreach Meetings & Speaking Engagements			
6/24/2026	Hillside Community Monthly Meeting – Edu/Awareness	6:00 PM	925 S Institute St, Colorado Springs, CO 80903
6/25/2026	Pueblo Democratic Committee – Presentation (Virtual)	5:30 PM	Pueblo, CO (Virtual)
6/29/2026	Senator Snyder + Rep. Paschal Townhall – Education	5:30 PM	TBD (In Person), CO

7/9/2026	Mt. Carmel Veterans Service Center – Ambassador Social	4:00 PM	TBD, CO
7/9/2026	Colorado Alliance for Retired Americans – Monthly Meeting	10:30 AM	Denver metro, CO (In Person)
7/9/2026	Progressive Veterans Lunch	12:00 PM	TBD, CO
7/13/2026	Manitou Springs Kiwanis – Education Presentation	6:15 PM	103 Pawnee Ave, Manitou Springs, CO 80829
7/14/2026	CoCo Discussion with Littleton City Staff	2:00 PM	2255 W Berry Ave, Littleton, CO 80120
7/16/2026	Transportation Townhall – Councilor Kimberly Gold	6:00 PM	Southeast Colorado Springs, CO
7/24/2026	Colorado Technology Association Board Meeting – CoCo Pres.	9:00 AM	OEDIT, Denver, CO
8/1/2026	Hello Fort Collins Podcast (Virtual)	TBD	Virtual (Zoom)
8/5/2026	Commuting Solutions Board Meeting	3:30 PM	2855 63rd Street, Boulder, CO
8/11/2026	Rotary Club x CoCo Train – Littleton Rotary	12:00 PM	51 W Dry Creek Ct, Littleton, CO 80120
8/13/2026	NW MCC – CoCo Presentation (Virtual)	9:00 AM	Virtual
TBD	Arvada Chamber / Jeffco EDC / West Metro Chamber (Virtual)	9:00 AM	Virtual
TBD	Democratic Women of Boulder County Luncheon	TBD	Boulder, CO
TBD	Highlands City Club Lunch Presentation	TBD	885 Arapahoe Ave, Boulder, CO 80302

Community Townhalls

The dates, locations, and event details included in this planning document are preliminary and subject to change. Event dates have not yet been finalized, and the Front Range Passenger Rail TownHall team is currently working to confirm venues and logistical details for each townhall. As a result, registration links are not yet available. Updated event information, including confirmed venues, times, and registration links, will be shared as details are finalized.

Date	Event	Time	Location
7/10/2026	Denver Core Region Townhall	Evening	Denver, CO
7/13/2026	South Metro Region Townhall	Evening	Littleton / Highlands Ranch / Sterling Ranch, CO
7/14/2026	South Metro Region Townhall	Evening (TBD)	Littleton / Highlands Ranch / Sterling Ranch, CO
7/20/2026	Boulder Region Townhall	Evening	Boulder / Westminster, CO

7/23/2026	Westminster Region Townhall	Evening	Boulder / Westminster, CO
7/29/2026	Fort Collins Region Townhall	Evening	Fort Collins / Loveland, CO
7/30/2026	Loveland Region Townhall	Evening	Fort Collins / Loveland, CO
TBD (Week of 8/3/2026)	Colorado Springs + Pueblo Region Townhall	TBD	Colorado Springs / Pueblo, CO
TBD (Week of 8/3/2026)	Colorado Springs + Pueblo Region Townhall	TBD	Colorado Springs / Pueblo, CO

Important Information

- All Board and Committee meetings are held virtually via Zoom
- Meeting agendas and packets are issued at least 24 hours before each meeting and posted on the FRPRD website in accordance with Sunshine Laws
- Zoom links are available in agendas posted on the FRPRD website
- All meeting times are Mountain Time (MT)
- Additional outreach details and event links can be found at ridethefrontrange.com

Ballot Access Plan Schedule Outline

June 2026

June 10 – Planning Committee

- Review updated Local Return Policy.
- Review North Colorado Springs station concept.
- Review Special Event Stop policy and locations (discussion/update).
- Review fare policy (discussion/update).

June 15 – Financial Modeling & Polling

- Finalize polling results.
- Complete financial modeling, including:
    - Tax rate scenarios
    - Debt assumptions
    - Service phasing
    - Capital cost assumptions
    - Operating cost assumptions
- Conduct briefings with key stakeholders, including host railroads.

June 16 – Executive / Finance Committee

- Mail consultant.
- Other briefings (if needed).

June 17 – Branding Finalization

- Complete final branding package.

Week of June 22

- Launch CoCo Conductor Program (noted as launched June 8).

June–July (Ongoing)

- Partner power mapping.
- Coalition-building efforts.

- Hire grassroots organizers.

June–Early July

- Conduct station community work sessions.
- Conduct local government briefings.

June 26 – FRPRD Board Meeting

- Approve updated Local Return Policy.
- Approve North Colorado Springs station concept.
- Discuss Special Event Stop policy for recognition in the Delivery Plan.
- Review and discuss fare policy for recognition in the Delivery Plan.

Tuesday, June 30

- Reception at APTA Baltimore.

July 2026

Early July

- Release executive summary.
- Release public-facing Delivery Plan materials.
- Release financial plan.

July 8 – Planning Committee

- Soft launch Draft Delivery Plan for committee review.
- Soft launch branding rollout.

July 12 (Sunday)

- Public branding rollout (delayed pending website completion).
- Public launch of CoCo branding.
- Launch website.
- Hold branding release event/launch party.

Week of July 13

- Roll out Delivery Plan.

Mid-July to Mid-August

- Conduct paid communications campaign.
- Hold ten regional town hall meetings.

July / Early August

- Coalition endorsement rollout.
- Stakeholder sign-on effort.

July 24 – FRPRD Board Meeting

- Approve Final Delivery Plan.
- Include station area narratives.

July 31 (End of July)

- Complete all station area videos.
- Complete FRPRD video.
- Release station area document.

August 2026

August (General)

- Board review of final financial plan.
- Review accountability/reporting framework.

August 15

- Last day of most public paid communications.

August 16

- Last day of most public paid communications.

August 17

- Executive Committee / Finance Committee notices.

- Potential public notice of ballot language.
- Potential notice requesting pro/con statements by August 31.
- End all communications.

August 18 – Executive & Finance Committee

- Review proposed ballot language.
- Begin quiet period.
- Complete most consultant contracts.
- Make final consultant payments.

August 28 – FRPRD Board Meeting

- Potential referral of ballot language.

RESOLUTION NO. 2026-24
OF THE FRONT RANGE PASSENGER RAIL DISTRICT
IDENTIFYING A STATION SERVING NORTHERN COLORADO SPRINGS

WHEREAS, pursuant to Section 32-22-101, *et seq.*, C.R.S. (the "Act"), the Front Range Passenger Rail District (the "District") was established as a body politic and corporate and a political subdivision of the State of Colorado to research, develop, construct, operate, and maintain an interconnected passenger rail system within the front range that is competitive in terms of travel time for comparable trips with other modes of surface transportation; and

WHEREAS, except as otherwise specifically provided, the Board of Directors of the District (the "Board") exercises and performs all powers, privileges, and duties vested in or imposed upon the District in the Act; and

WHEREAS, pursuant to Section 32-22-105(1)(a)(II), C.R.S., the Board is also empowered to approve station locations for Front Range Passenger Rail; and

WHEREAS, the Board previously approved *Resolution No. 2024-12* setting the District's criteria for consideration of primary and secondary station locations, and designating nine locations as primary station locations for Front Range Passenger Rail along the recommended route between Pueblo and Fort Collins; and

WHEREAS, the Board subsequently approved *Resolution No. 2025-16* in which it determined that as part of the implementation plan for starter service in the northwest rail corridor from Denver to Fort Collins ("Joint Service"), it was appropriate to add three additional primary station locations, for a total of twelve primary stations; and

WHEREAS, discussions with community leaders and stakeholders, as well as public engagement conducted through town halls and outreach events during the spring of 2026, revealed that many residents in northern Colorado Springs are reluctant to travel to a downtown Colorado Springs station; and

WHEREAS, seventy-six percent of Colorado Springs residents (371,000 out of 476,000 total) live north of the planned downtown Colorado Springs station, and ridership modeling indicates that 77% of the boardings in Colorado Springs are travelers going north; and

WHEREAS, the North Gate Boulevard/Interquest area, which is typically considered the northern Interstate 25 gateway to Colorado Springs, is approximately thirteen miles north of the downtown Colorado Springs station; and

WHEREAS, analysis indicates that a northern Colorado Springs station would improve regional access to passenger rail service and better align with travel patterns in northern El Paso County; and between one-third to one-half of Colorado's Springs' residents in northern Colorado Springs (estimated between 223,000 and 314,000 people in northern Colorado Springs and El

Paso County) would live closer to a northern Colorado Springs station than a downtown station; and

WHEREAS, development of a station in northern Colorado Springs would better align station access with regional travel patterns by eliminating the need for many residents to travel ten or more miles south to access northbound passenger rail service, thereby supporting increased ridership; and

WHEREAS, the next currently planned permanent Colorado Connector stop along the Interstate 25 corridor north of Colorado Springs is approximately 71 miles north in downtown Denver, following the decision by Castle Rock to not host a station and the District's approval of Sterling Ranch along US85 as the service location in Douglas County; and

WHEREAS, analysis shows a northern Colorado Springs station would open Front Range Passenger Rail services to an additional 30,000-31,000 residents who otherwise reside too far away to easily access any station; and

WHEREAS, an estimated 345,000 residents would benefit from a station location serving northern Colorado Springs, which has a higher growth rate compared to both Colorado Springs overall and the entire District; and

WHEREAS, a station located in northern Colorado Springs, situated between Interstate 25 Exits 148 and 153, would be located approximately eight to thirteen miles from the downtown Colorado Springs station, thereby satisfying the District's minimum station spacing requirement of five miles; and

WHEREAS, the District has determined that a station location should be identified in the northern Colorado Springs area contingent upon host railroad approval, and compliance with the District's criteria for consideration of station locations as approved in *Resolution No. 2024-12*; and

WHEREAS, the Board desires the General Manager and District staff to work alongside the City and other local governments in accordance with Section 32-22-106(1)(h), C.R.S., as well as with Class 1 carriers, technical planning experts, the District's financial modeling team and relevant property owners to study options for a northern Colorado Springs station, including potential locations, technical feasibility, and implementation.

NOW, THEREFORE, BE IT RESOLVED by the Board of the District that:

1. The addition of a station location in the northern Colorado Springs area is approved, subject to the conditions identified in this Resolution.

2. The General Manager and District staff shall work alongside the City, other local governments, Class 1 carriers, technical planning experts, the District's financial

modeling team and relevant property owners to study options for a northern Colorado Springs station, including potential locations, technical feasibility, and implementation.

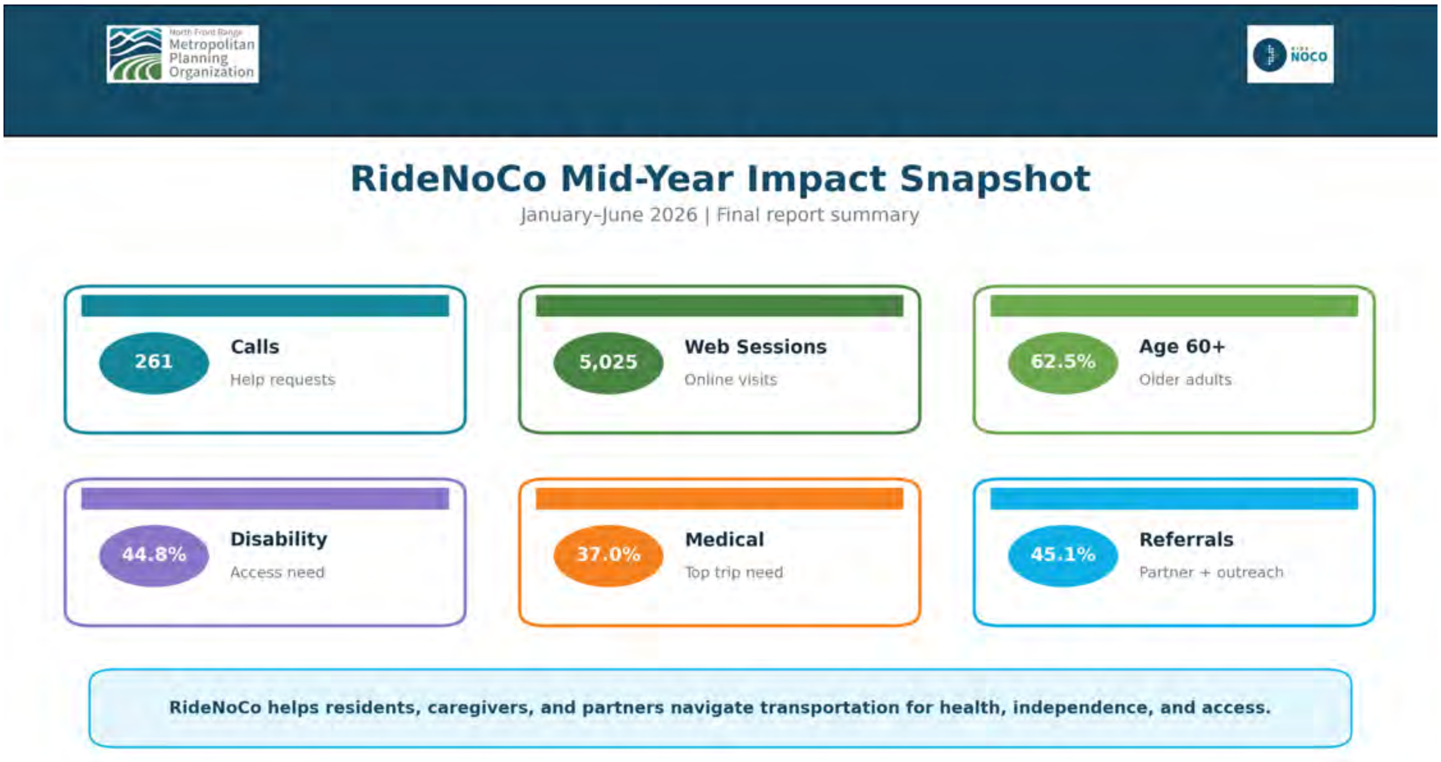
APPROVED this 26th day of June 2026.

____
Chair

ATTEST:

____
Secretary

RideNoCo 2026 Mid-Year Impact Report



Program Impact Summary

RideNoCo's mid-year data show strong demand for transportation information across both direct assistance and digital access points. The program is reaching residents who are more likely to experience mobility barriers, including older adults, individuals reporting disabilities, and people seeking medical transportation. By combining a one-call/one-click access model with trusted partner referrals, RideNoCo helps reduce confusion, strengthen regional coordination, and connect residents to transportation options that support health, independence, and daily life. These findings demonstrate a clear need for continued investment in mobility coordination, referral tracking, and platform automation so RideNoCo can close information, accessibility, coordination, and data gaps while strengthening follow-through with partner agencies.

Program Impact Framework

Key Metrics at a Glance

Metric	Value	Program Meaning
Calls	**261**	Residents continue to seek direct transportation assistance.
Website sessions	**5,025**	Digital self-service is a high-use access point.
Age 60+	**62.5%**	RideNoCo is reaching older adults.
Disability reported	**44.8%**	Accessibility-related needs are a major part of the service story.
Medical trip purpose	**37.0%**	Transportation support is directly connected to health access.
Partner + outreach referrals	**45.1%**	Trusted pathways are expanding access to RideNoCo.

Executive Summary

Regional Mobility Access and Program Impact

RideNoCo's 2026 mid-year data show a practical regional mobility response. Residents, caregivers, and partner organizations are using RideNoCo because transportation information can be fragmented, eligibility can be confusing, accessibility needs can be individualized, and service options can vary by geography. RideNoCo provides a centralized place to start through direct assistance, online self-service tools, and trusted referral pathways. The result is a mobility access model that connects transportation information to health care, independence, aging in place, and community connection.

North Front Range Metropolitan Planning Organization

RIDE NOCO

Key Data Points: The following metrics support this section of the report.	
Data Point	**Report Significance**
261 direct calls	Residents continue to seek personalized transportation assistance.
5,025 website sessions	Digital self-service is a high-use access point.
62.5% age 60+	RideNoCo is reaching older adults.
44.8% reported disability	Accessibility-related needs are a major part of the service story.
37.0% medical trip purpose	Transportation support is directly connected to health access.

Community Transportation Need

Transportation Barriers and Health Access

Transportation barriers become most visible when residents need to reach medical appointments, maintain treatment, access essential services, or remain connected to daily life. For older adults, individuals with disabilities, and residents using public health coverage or fixed incomes, the transportation challenge is rarely limited to whether a ride exists. The more complex problem is knowing which service is appropriate, whether the rider is eligible, whether the option can meet accessibility needs, and how to navigate service boundaries. RideNoCo responds to this need by giving residents and referral partners a reliable place to begin.

Key Data Points:	
Data Point	**Report Significance**
37.0% medical trip purpose	Medical transportation is the leading identified need.
62.5% age 60+	Transportation information supports aging in place.
51.7% Medicare/Medicaid	Known insurance responses signal health-connected and cost-sensitive needs.
10.9% personal trip purpose	Transportation also supports daily life beyond medical care.

Identified Service Gaps

Information, Accessibility, Coordination, and Data Gaps

The data points to several gaps that RideNoCo helps address. Residents may not know which providers serve a location, when services operate, what eligibility requirements apply, or how to compare transportation options. Wheelchair-accessible needs and unknown accessibility responses show the importance of accurate provider information and consistent intake questions. Unknown values in categories such as insurance, referral source, wheelchair accessibility, and city also provide a roadmap for improving intake, referral tracking, and future data quality.

Key Data Points:

Data Point	Report Significance
17.2% wheelchair-accessible need	A measurable share of users need accessible transportation options.
32.6% wheelchair-accessibility unknown	Improved intake can better identify accessibility needs.
39.4% insurance unknown	More complete data can strengthen equity reporting.
27.4% referral source unknown	Referral tracking can better show which pathways are working.
13.5% city unknown	Improved location capture can support geographic planning.

RideNoCo Service Model

One-Call/One-Click Transportation Information Access

RideNoCo responds to these needs and gaps by providing a centralized regional access point for transportation information. Direct assistance gives residents a place to ask questions, talk through eligibility or accessibility needs, and identify possible transportation pathways. The website expands access by allowing residents, caregivers, providers, and partners to search independently. Together, these channels create a flexible service model: residents who need personal help can call, while those who are comfortable self-navigating can use the online platform.

Key Data Points:

Data Point	Report Significance
261 calls	Direct assistance remains a core service channel.
5,025 website sessions	The website is functioning as a high-volume self-service resource.
69 January calls	January was the highest call month in the available data.
1,308 January website sessions	January also showed strong digital engagement.
1,141 April website sessions	Website use remained strong into spring.

Referral Network and Community Partnerships

Trusted Pathways into RideNoCo

RideNoCo's reach is strengthened by trusted community pathways. Partner referrals and outreach represent a significant portion of referral activity, confirming that visibility, relationship-building, and partner education are essential elements of mobility management. When healthcare providers, human service agencies, older adult organizations, disability-serving partners, local governments, and community navigators know where to refer residents, RideNoCo becomes part of the region's access infrastructure.

Key Data Points:	
Data Point	**Report Significance**
25.0% partner referral	Partners are a major pathway into RideNoCo.
20.1% outreach/marketing	Outreach is translating into customer connections.
45.1% partner + outreach combined	Nearly half of referral pathways reflect intentional visibility and relationships.
9.1% medical provider referral	Healthcare partners are already part of the referral ecosystem.
14.6% outside source referral	Other external sources also contribute to access.

Future Program Direction

Closed-Loop Referrals, Automation, and Improved Reporting

The same data that show RideNoCo's value also points to the next stage of program maturity. Unknown values across several categories show where improved intake, referral tracking, and automation can produce stronger reporting. The closed-loop referral system and SIPA-funded automation work can help shift RideNoCo from information and referral toward stronger follow-through, clearer partner handoffs, and more measurable outcomes.

Key Data Points:	
Data Point	**Report Significance**
Multiple unknown categories	Unknown data identifies where workflows can improve.
27.4% referral source unknown	Closed-loop referral workflows can improve referral-source tracking.
32.6% wheelchair-accessibility unknown	Enhanced intake can better capture accessibility needs.
39.4% insurance unknown	More complete intake can improve health and equity reporting.
45.1% partner + outreach pathways	Existing relationships create a strong foundation for closed-loop coordination.

Conclusion

Regional Mobility Impact and Continued Investment

Overall, the mid-year data show that RideNoCo is addressing a real and ongoing regional need. Residents use the program because transportation information is fragmented, eligibility can be confusing, accessibility needs are individualized, and service options vary by geography. RideNoCo provides a practical and human-centered response: a trusted place to start, a digital tool for self-service exploration, and a partner-facing referral pathway that strengthens the regional mobility network. Continued investment in RideNoCo will help Northern Colorado connect more residents to rides, care, essential services, independence, and community life.

Key Data Points:	
Data Point	**Report Significance**
261 calls + 5,025 website sessions	Demand exists across both direct and digital channels.
62.5% age 60+ and 44.8% disability reported	RideNoCo is aligned with high-need mobility populations.
37.0% medical trip purpose	Transportation information supports healthcare access.
52.5% Larimer and 29.1% Weld	The data show regional reach across the primary counties represented.
Fort Collins 22.4%, Loveland 18.8%, Greeley 15.1%	Visible demand is concentrated in major community centers.

Program Impact

Continued Program Investment and Impact

RideNoCo's mid-year data show strong demand for transportation information across both direct assistance and digital access points. The program is reaching residents who are more likely to experience mobility barriers, including older adults, individuals reporting disabilities, and people seeking medical transportation. By combining a one-call/one-click access model with trusted partner referrals, RideNoCo helps reduce confusion, strengthen regional coordination, and connect residents to transportation options that support health, independence, and daily life. These findings demonstrate a clear need for continued investment in mobility coordination, referral tracking, and platform automation so RideNoCo can close information, accessibility, coordination, and data gaps while strengthening follow-through with partner agencies.

Grant Funding Matrix

NFRMPO Mobility Program | RideNoCo Funding Summary

Total Requested	Total Awarded	Funding Secured	Difference
$501,166.20	$495,166.20	98.8%	-$6,000.00

Overview: The Mobility Program has applied for $501,166.20 across six grant opportunities and has been awarded $495,166.20, representing an overall funding success rate of approximately 98.8%. These awards support RideNoCo technology improvements, closed-loop referral development, outreach, planning, and regional mobility coordination priorities.

Grant / Funding Source	Amount Requested	Amount Awarded	Difference	Percent Funded	Status
CDOT Capital Grant	$75,000.00	$72,000.00	-$3,000.00	96.0%	Awarded
AARP Community Connections	$15,000.00	$15,000.00	$0.00	100.0%	Awarded
AARP Walk Audit	$2,500.00	$2,500.00	$0.00	100.0%	Awarded
OeHI Grant	$47,000.00	$47,000.00	$0.00	100.0%	Awarded
SIPA Grant	$144,000.00	$141,000.00	-$3,000.00	97.9%	Awarded
CDLE Grant	$217,666.20	$217,666.20	$0.00	100.0%	Awarded
Total	**$501,166.20**	**$495,166.20**	**-$6,000.00**	**98.8%**	**Awarded**

Key Funding Highlights

- Total amount requested: $501,166.20
- Total amount awarded: $495,166.20
- Overall funding secured: 98.8%
- Total difference between requested and awarded funding: $6,000.00
- All listed grant applications received awards.

Impact

Collectively, these grant awards strengthen the Mobility Program's ability to advance RideNoCo, improve regional mobility coordination, support technology and automation needs, and expand access to transportation resources for communities across the North Front Range.

Hybrid Meeting

Weld County Mobility Committee (WCMC) Meeting Minutes

March 24th, 2026, 1:30 pm – 3:00 pm

Hybrid Location: The United Way of Weld County, 814 9th Street, Greeley, CO 80631

Welcome and Introductions

Call Meeting to Order, Welcome, and Overview of Agenda

In Person:

- Chair Adrianna Torres, VIA Mobility
- Vice-Chair Steve Teets, WAND
- Tyler Lamm, United Way Weld County
- Michelle Trevino, United Way Weld County
- Elnauz Buck, 60+ Ride
- Robin Upton, WAND
- Kayla Schram, VIA Transportation
- Carmin Haniz, GET
- NFRMPO Staff:
    - Tanya Trujillo Martinez, Mobility Director
    - Aaron Hull, Mobility Planner

Virtual:

- Trevor Trepanier, GET
- Anna Santos, VIA Transportation
- Min Ji, VIA Transportation
- Jennifer Neptune, After Sight
- Monica Wickstrom
- Celeste Ewert, Envision
- Nate Vander Brauk, GoNoCo34
- Denise Stayley
- NFRMPO Staff:
    - Elizabeth Relford, Executive Director

Introductions

Members introduced themselves and the agencies that they represent. Individuals who were in person went first, then those online.

Public Comment

There was no public comment.

Greeley Evans Transit (GET) Updates

Trevor Trepanier spoke about how GET will move forward with new branding and debut the fresh look at the July 4th Parade in Greeley. Trepanier also spoke about how there will be fare-free service this summer due to the loss of the CASTA grant funding and the lack of an alternative funding source, but hopes fare-free service will return in the next couple of years. Trepanier discussed how the previous fare-free program supported ozone-emission reduction goals. Vice-Chair Steve Teets mentioned that people will miss this free fare program and asked how much it costs for a summer, to which Trepanier answered that the program can cost approximately $200,000. Vice-Chair Teets asked whether there are other grants available to assist, and a discussion ensued among the WCMC regarding collaboration and other possible funding streams. It is an important program that the community will miss.

WCMC Members Announcements & Updates

Vice-Chair Teets shared that he also serves on the NHP committee regarding the new statewide transportation broker and provided additional information about how the new Medicaid changes will take effect on July 1st. Vice-Chair Teets raised concerns about how the new state broker transition may affect riders, particularly given previous experiences with Medicaid transportation systems.

Vice-Chair Teets also discussed safety issues in Greeley related to the use of e-bikes and e-scooters, noting that they can pose hazards to older adults, pedestrians, and individuals with disabilities. Vice-Chair Teets described two dangerous encounters in which an e-bike nearly struck him.

Vice-Chair Teets mentioned that there have been disabled individuals asked to move on the bus, who have been separated from other individuals with mobility devices. Vice-Chair Teets mentioned he heard that a non-service animal was allowed on board and that a passenger almost got bitten. Discussion ensued amongst members about bus operations, rider safety concerns, seating practices, separation of individuals from mobility devices, ADA compliance concerns, non-service animal issues, and incidents on the bus.

Approval of March Minutes

Vice-Chair Teets noted that the March Minutes need to be updated to include Steve's comment at the end of the meeting regarding an individual who was improperly restrained on the bus, and that after working with Michelle Johnson, the Mobility Director at GET, the service animal of the man was "labeled" aggressive by Michelle Johnson and not by Vice-Chair Teets.

Vice-Chair Teets moved to approve the March 2026 WCMC meeting minutes, with the edits and corrections as noted, which Trevino seconded; the motion passed unanimously.

Mobility Program Updates:

RideNoCo Data & Outreach Updates

Aaron Hull shared the RideNoCo year-to-date call center data, discussed call center trends, and gave outreach updates. Hull discussed that RideNoCo has reported approximately 250 calls and 5,025 website visits year-to-date, with most calls coming from Larimer County, followed by Weld County. Hull talked about how the key user groups include older adults, veterans, and individuals with disabilities, and that the main gaps in services identified through RideNoCo include cost barriers, last-minute trip needs, and exclusions from service areas. Hull mentioned that an emerging gap in service was the difficulty of traveling from rural areas to the Denver region. Hull discussed the upcoming outreach events the NFRMPO will participate in, such as Bike to Work Day events across the region, community fairs, and regional markets. Hull encouraged partners to suggest additional outreach opportunities, and if they need any presentations, to let NFRMPO staff know. Discussion ensued amongst members about the caller data and the trends for the year.

Mobility Leadership Updates

A written report was provided in the meeting handouts.

Mobility Planning Updates

A written report was provided in the meeting handouts.

NFRMPO Updates

A written report was provided in the meeting handouts.

Presentations

GET & Via Transportation Presentation

Kayla Schram, the Via Transportation Field manager, introduced herself and the organization that she is a part of, Via Transportation. Schram provided a presentation on their services and collaboration with GET. Schram talked about how they serve twenty communities across the state of Colorado with on-demand, ADA paratransit, and fixed routes. Schram talked about how they introduced the Greeley Paratransit app, which provides scheduling, real-time updates, tracking, and supports different accessibility needs, and that all these services can also be accessed by phone, on the website, or in person. Schram discussed how the Greeley services include scheduled paratransit rides with booking and call-and-ride/on-demand Sunday service. Schram mentioned that they allow for different payment options, such as cash, card, or account credit, but no change is provided for cash. Schram talked about two types of ADA-accessible vehicles they use: Ford Transit vans and Chrysler Pacificas. Schram noted that both are equipped with rear-loading ramps, and a discussion ensued about which ramps worked better and why they chose the ones they did. Schram noted that for customers far from them, the average satisfaction rating is 94.1%. Schram talked about how, so far, they have provided over 5,000 rides, have 149 active riders, an average trip duration of 14 minutes, and good customer service satisfaction. Discussion ensued about the key improvements they have heard so far, including better reliability, improved on-time performance, lower operating costs, and enhanced technology and trip management.

Vice-Chair Teets had questions about accessibility, and Jennifer Neptune offered that her organization, After Sight, could help convert any information into audio for the hard-of-seeing community. Neptune discussed how Aftersight (www.aftersight.org) is a nonprofit that produces audio newspapers, magazines, and podcasts for the blind and low-vision community and gave her email (jennifer@aftersight.org), as Aftersight is willing to put out PSAs on transportation information for the blind and low-vision community.

Discussion Items

Mobility Case Study

The WCMC discussed a mobility case study provided by Vice-Chair Teets involving a 72-year-old adult who needs transportation to medical appointments at the UCHealth Greeley Clinic and faces challenges, including limited transit access near their residence, reliability issues, difficulty scheduling last-minute trips, and cost constraints.

The WCMC discussed how the individual could work with social workers and care management teams at local medical offices as an additional resource, and that the individual could connect with Via, depending on where they live. Discussion ensued about the individual reaching out to the American Cancer Society volunteer ride program, if appropriate, and encouraged the individual also to plan an earlier trip when possible to improve the likelihood of securing transportation. Discussion ensued on how expanded partnerships with volunteer-based transportation services could help, and on exploring future route restrictions or service expansion opportunities.

Wrap-Up

Next Meeting Agenda Suggestions

Vice-Chair Teets suggested adding a future agenda item to discuss safety concerns with E-Bikes and E-Scooters. Vice-Chair Teets suggested having a Sheriff from Jefferson or Weld County to discuss how they report dangerous behavior. WCMC members discussed inviting a Sheriff to a future meeting to discuss reporting practices as a possible model for documenting dangerous behavior involving e-bikes or e-scooters, with potential participants including representatives from the Greeley Police Department and emergency management partners. Discussion ensued on emergency preparedness, Via Mobility's role as a second responder, and the need to coordinate through official emergency management channels.

WCMC members discussed the NFRMPO emergency disaster response coordination and emergency preparedness tools, such as a postcard or card with name, disability, and other key information that could be shared with neighbors in an emergency. Megan Klizcak discussed how zTrip was noted as having transportation-related emergency management relationships with several counties. WCMC members discussed how each municipality is responsible for developing a safety plan, and that the MPO can support coordination, information sharing, and collaboration with community partners. WCMC members emphasized that transportation-related emergency preparedness information needs to be communicated more clearly.

Vice-Chair Teets mentioned that it would be helpful to have someone come in to talk about Medicaid and Medicare benefits, specifically transportation benefits.

Tyler Lamm mentioned that it would be a good idea to have a future discussion or presentation on the United Way programs, Ride United, and 211.

Meeting Adjournment

Teets moved to adjourn the meeting, seconded by Trevino at 2:52 pm.

Upcoming Meetings:

- Larimer County Mobility Committee: July 28th, 2026
- Northern Colorado Mobility Committee: August 25th, 2026
- Weld County Mobility Committee: September 22nd, 2026.

*Please note:

The NCMC, WCMC, and LCMC are **hybrid** meetings with a virtual option and in-person locations at the following:

- The NCMC in-person meeting location is the Windsor Community Recreation Center, Buckeye/Redwood Room, 250 11th St, Windsor, CO 80550.
- The WCMC in-person meeting location is The United Way of Weld County office at 814 9th Street, Greeley, CO 80631.
- The LCMC in-person meeting location is the Loveland Youth Campus in United Way Classroom 1 at 2366 E 1st St, Loveland, CO 80537.

419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
(970) 800-9560
nfrmpo.org

MEMORANDUM

To: **NFRMPO Planning Council**

From: **Jerome Rouser**

Date: **July 2, 2026**

Re: **Discussion Item – Connected Communities 2055 RTP RSCs, RTCs, and RATCs**

Summary

The NFRMPO held a Regionally Significant Corridor (RSC) workshop on April 6, 2026 to discuss changes to the RSC network for the 2055 RTP. At this workshop, the recommended changes include:

- New Regional Transit Corridor (RTC) along SH402 between Loveland and Evans;
- New RTC on Colorado Boulevard between Johnstown and WCR74;
- New RSC along 1st Street/LCR20E/Ronald Reagon Boulevard in Loveland and Johnstown;
- Extending RSC 28 (Prospect Road) eastward to RSC 11 (SH257) and westward to RSC 18 (Taft Hill Road);
- Extending RSC 18 (Taft Hill Road/ Wilson Ave/ LCR19) southward to RSC 13 (SH402/Freedom Parkway); and
- Extending RSC 13 (SH402/Freedom Parkway) westward to RSC 18 (Taft Hill Road/ Wilson Ave/LCR19).

NFRMPO Staff brought the proposed RSC and RTC changes to the April 15, 2026 TAC meeting for further discussion. As a result of that meeting, TAC recommended the following additions:

- Extend RSC 20 (WCR17) northward to its northern terminus at RSC 12 (SH392); and
- Extend RSC 17 (LCR17/Shields Street) eastward to RSC 16 (LCR7/LCR9/Timberline Road).

Recommendation

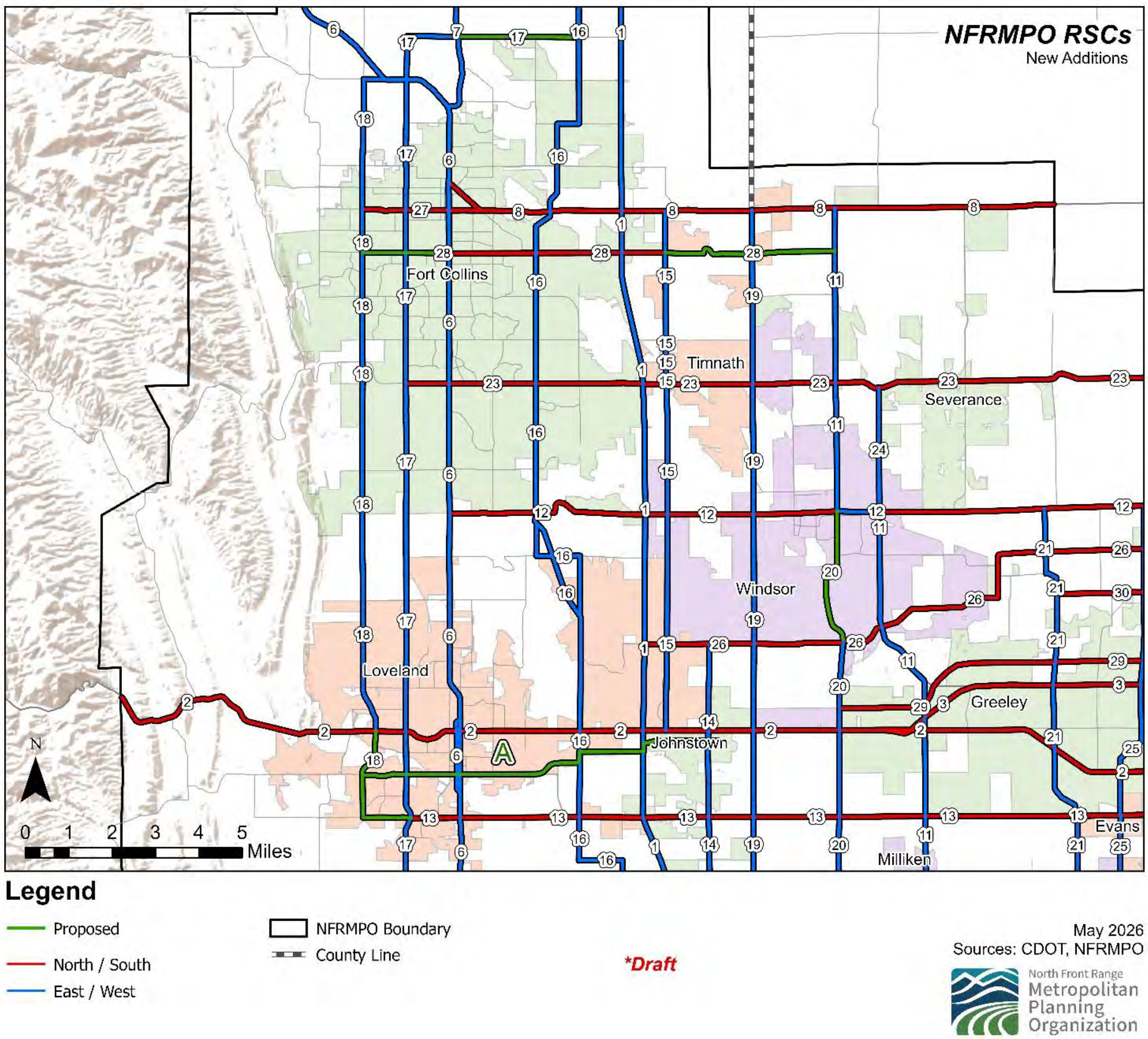
NFRMPO Staff requests Planning Council review the proposed RSCs and RTCs and provide comment.

Attachments

419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
(970) 800.9560
nfrmpo.org

- Proposed RSC Map
- Proposed RTC Map

Proposed RSC Map



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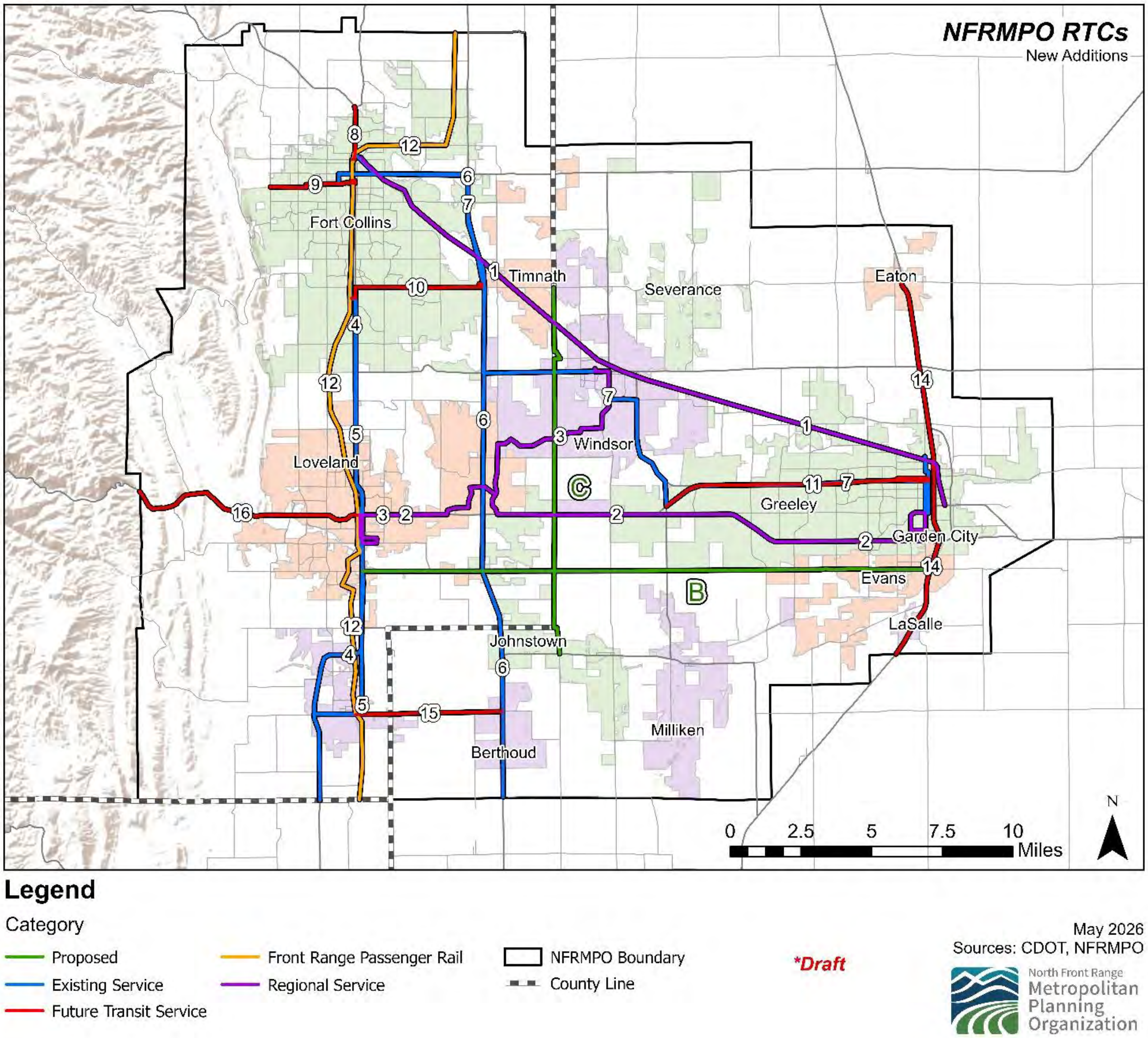
Proposed RTC Map



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Connected Communities 2055 RTP: RATCs, RTCs, and RSCs

NFRMPO Planning Council
July 2, 2026

North Front Range Metropolitan Planning Organization

1

Agenda

North Front Range Metropolitan Planning Organization

1) Regionally Significant Corridor Criteria
2) Regional Active Transportation Corridors
3) Regional Transit Corridors
4) Regionally Significant Corridors
5) Schedule and Next Steps

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RSC Criteria

North Front Range Metropolitan Planning Organization

- RSCs include roadway corridors which meet the following criteria:
  - All Interstates, US, and State Highways
  - Eligible to receive federal aid
  - Crosses more than one jurisdiction, or connects to an activity center
  - Will be complete by 2055
  - Serves regional traffic

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Current Regionally Significant Corridors (RSCs)

Interstate Highway	US Highways	State Highways	Local Facilities
I-25	US34	SH392	SH402/Freedom Parkway
	US34 Business	SH14	LCR3/WCR9.5
	US85	SH257	LCR5
	US85 Business	SH60	LCR7 / LCR9 / Timberline Rd
	US287	SH56	LCR17 / Shields St / Taft Ave / Berthoud Pkwy
		SH1	LCR 19 / Taft Hill Rd / Wilson Ave
			WCR13
			WCR17
			WCR27 / 83rd Ave / Two Rivers Pkwy
			WCR35 / 35th Ave
			WCR74 / Harmony Road
			8th St
			59th Ave / 65th Ave
			Crossroads Blvd / WCR66
			Mulberry St
			Prospect Road
			4th St
			O Street

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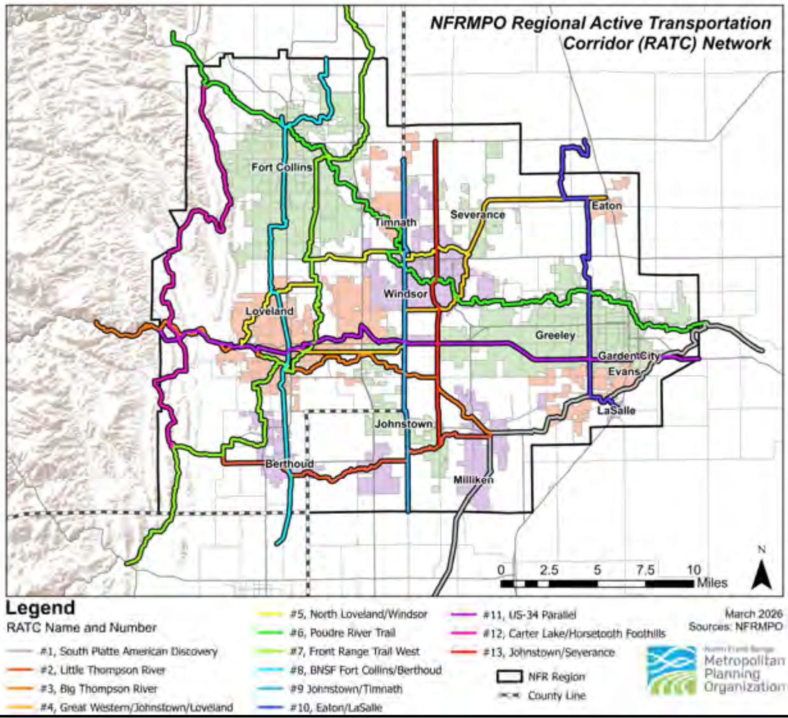
Regional Active Transportation Corridors (RATCs)



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Regional Active Transportation Corridors (RATC)

North Front Range Metropolitan Planning Organization

Corridor	Name
RATC-1	South Platte/American Discovery Trail
RATC-2	Little Thompson River
RATC-3	Big Thompson River
RATC-4	Great Western / Johnstown / Loveland
RATC-5	North Loveland / Windsor
RATC-6	Poudre River Trail
RATC-7	Front Range Trail (West)
RATC-8	BNSF Fort Collins / Berthoud
RATC-9	Johnstown / Timnath
RATC-10	Eaton / LaSalle
RATC-11	US34 Parallel
RATC-12	Carter Lake/Horsetooth Foothills Corridor
RATC-13	Johnstown/Severance

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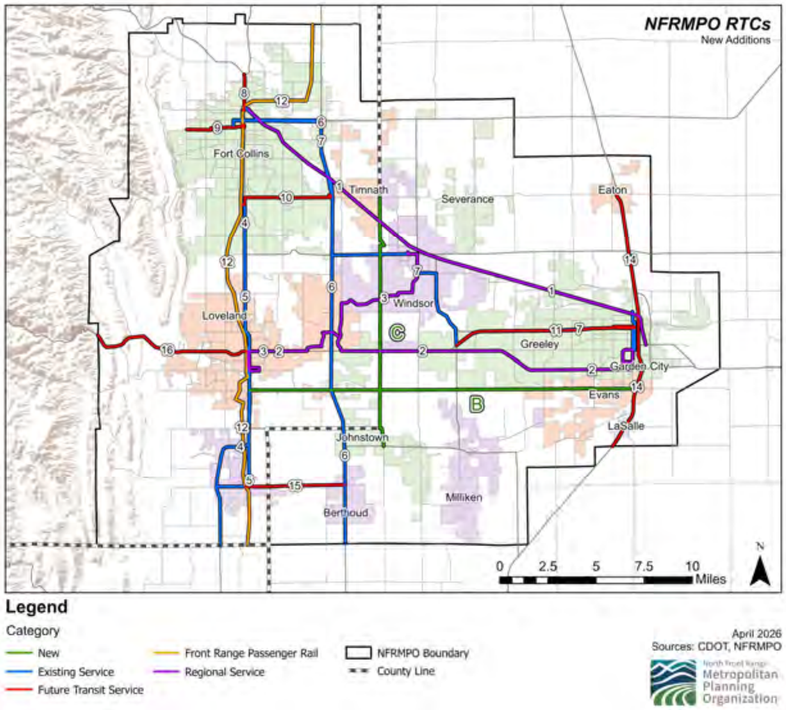
Regional Transit Corridors (RTCs)



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Regional Transit Corridors (RTCs)

Corridor	Category	Name
RTC-1	BRT/BRT lite	Great Western
RTC-2	BRT/BRT Lite	US34
RTC-3	BRT/BRT Lite	Loveland to Windsor
RTC-4	Existing Service	FLEX Express
RTC-5	Existing Service	FLEX Local
RTC-6	Existing Service	Bustang
RTC-7	Existing Service	Poudre Express
RTC-8	Future Priorities	North College MAX
RTC-9	Future Priorities	West Elizabeth MAX
RTC-10	Future Priorities	Harmony Road MAX
RTC-11	Future Priorities	US34 Business Premier Transit
RTC-12	Front Range Passenger Rail	Front Range Passenger Rail
RTC-14	Future Priorities	US85 Transit Service
RTC-15	Future Priorities	SH56 Transit Service
RTC-16	Future Priorities	US34 Loveland to Estes Park
RTC- “B”	Future Priorities	SH402 Loveland to Evans
RTC-”C”	Future Priorities	Colorado Blvd Johnstown to WCR74

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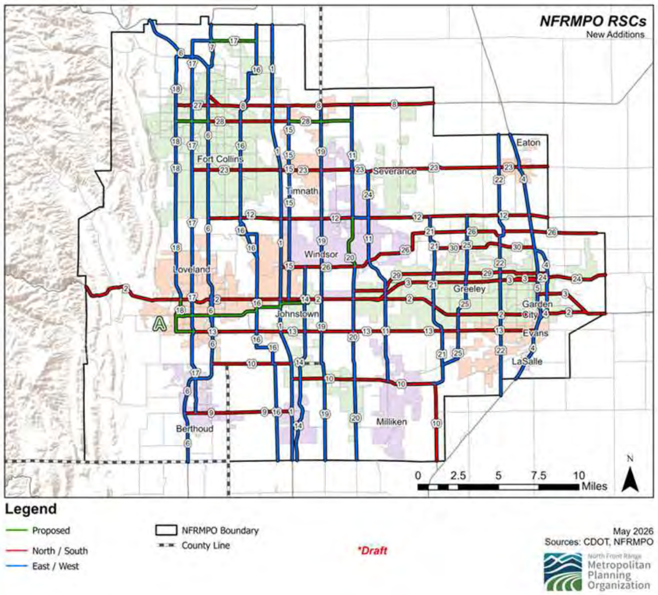
Proposed 2055 Regionally Significant Corridors (RSCs)



Corridor	Name
RSC-1	I-25
RSC-2	US34
RSC-3	US34 Business
RSC-4	US85
RSC-5	US85 Business
RSC-6	US287
RSC-7	SH1
RSC-8	SH14
RSC-9	SH56
RSC-10	SH60
RSC-11	SH257
RSC-12	SH392
RSC-13	SH402/Freedom Parkway
RSC-14	LCR3/WCR9.5
RSC-15	LCR5
RSC-16	LCR7 / LCR9 / Timberline Rd
RSC-17	LCR17 / Shields St / Taft Ave / Berthoud Pkwy
RSC-18	LCR 19 / Taft Hill Rd / Wilson Ave
RSC-19	WCR13
RSC-20	WCR17
RSC-21	WCR27 / 83rd Ave / Two Rivers Pkwy
RSC-22	WCR35 / 35th Ave
RSC-23	WCR74 / Harmony Road
RSC-24	8th St
RSC-25	59th Ave / 65th Ave
RSC-26	Crossroads Blvd / WCR66
RSC-27	Mulberry St
RSC-28	Prospect Road
RSC-29	4th St
RSC-30	O Street
RSC- "A"	1st St/LCR20E/Ronald Reagan Blvd

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Questions?

North Front Range Metropolitan Planning Organization

Jerome Rouser, AICP

Transportation Planner II
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https://nfrmpo.org/rtp/corridors/

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North Front Range
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MEMORANDUM

To: NFRMPO Planning Council

From: Jerome Rouser

Date: June 2, 2026

Re: Discussion Item – Connected Communities 2055 RTP Vision Statement, Goals and Objectives, and Performance Measures (GOPM)

Summary

Starting with the 2040 RTP, the NFRMPO has adopted goals, objectives, performance measures and targets (GOPMT) to guide investments in the regional transportation system. GOPMT are intended to guide investments in the transportation system to meet national and regional goals. NFRMPO staff worked with TAC members in 2023 to update objectives and to draft new regional performance measures for the 2050 RTP. The Regional Performance Measures are designed to reflect regional priorities that are not covered by the Federal Performance Measures. These Performance Measures are not required by Federal Law and will be adopted in addition to the Federal Performance Measures.

Vision Statement: Connect Northern Colorado communities through a safe, efficient and integrated multimodal transportation system that supports vibrant communities, is environmentally sensitive, and strengthens the region's quality of life and long-term economic vitality.

Goal Area 1: Safety
Improve safety for all users of the transportation system, with a focus on protecting vulnerable populations and working toward the elimination of serious injuries and fatalities.

Goal Area 2: Health and Environment
Reduce the transportation system's impact on regional air quality by promoting sustainable travel options, improving system efficiency, and supporting environmentally responsible infrastructure in the region.

Goal Area 3: Transportation Choice
Provide safe and convenient access to a variety of transportation options that meet the diverse needs of all users.

Goal Area 4: Operations and Efficiency
Optimize system performance through coordinated planning, data-driven decision-making, and the integration of smart technologies to reduce congestion and improve travel reliability.

Goal Area 5: Economic Development
Support regional economic development by funding multimodal transportation connections to key destinations, supporting efficient freight movement, and improving access to jobs, services, and markets.

Proposed Regional Performance Measures:

- Population within Paratransit and Demand Response Service Area Within the NFRMPO Boundary
- Fixed-route Revenue Hours per Capita within Service Areas
- Percent of Regional Active Transportation Corridor (RATC) Network Built Out
- Percent of Non-Single Occupant Vehicle Commuter Trips
- Daily VMT per Capita
- Projects not Requiring Any Delays
- Travel Time Index on RSCs
- Truck Travel Time Reliability (TTTR) on RSCs
- Vehicular Fatalities per Capita
- Vehicular Serious Injuries per Capita
- Motorcycle Fatalities per Capita
- Motorcycle Serious Injuries per Capita
- Bicycle Fatalities per Capita
- Bicycle Serious Injuries per Capita
- Pedestrian Fatalities per Capita
- Pedestrian Serious Injuries per Capita
- Total Number of Crashes
- Transit Ridership per Capita

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Recommendation

NFRMPO Staff requests Planning Council to review and discuss the proposed Vision Statement, Goals, Objectives, and Performance Measures that will be incorporated into the Connected Communities 2055 RTP.

Attachments

- None.

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Connected Communities 2055 RTP: Goals, Objectives, and Performance Measures

North Front Range Metropolitan Planning Organization

Planning Council
July 2, 2026

1

Vision Statement

North Front Range Metropolitan Planning Organization

2050 RTP – Ensure the multimodal transportation system in Northern Colorado is safe, socially and environmentally sensitive, and strengthens the region's quality of life and economic vitality.

2055 RTP- Connect Northern Colorado communities through a safe, efficient, and integrated multimodal transportation system that supports vibrant communities, is environmentally sensitive, and strengthens the region's quality of life and long-term economic vitality.

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What is GOPMT?

North Front Range Metropolitan Planning Organization

- **Goals**- Goals address the key desired outcomes for the region and are the first step in supporting the vision statement
- **Objectives**- Objectives are needed to support and accomplish the established goals
- **Performance Measures**- An expression used to establish targets and assess progress towards achievements of goals and objectives
- **Targets**- A quantifiable value to be achieved

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Goals and Objectives

North Front Range Metropolitan Planning Organization

- **Goal Area 1: Safety**
  - Objective: Improve safety for all users of the transportation system, with a focus on protecting vulnerable populations and working toward the elimination of serious injuries and fatalities
- **Goal Area 2: Health and Environment**
  - Objective: Reduce the transportation system's impact on regional air quality by promoting sustainable travel options, improving system efficiency, and supporting environmentally responsible infrastructure in the region.
- **Goal Area 3: Transportation Choice**
  - Objective: Provide safe and convenient access to a variety of transportation options that meet the diverse needs of all users.

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Goals and Objectives

North Front Range Metropolitan Planning Organization

- **Goal Area 4: Operations and Efficiency**
  - Objective: Optimize system performance through coordinated planning, data-driven decision-making, and the integration of smart technologies to reduce congestion and improve travel reliability.
- **Goal Area 5: Economic Development**
  - Objective: Support regional economic development by funding multimodal transportation connections to key destinations, supporting efficient freight movement, and improving access to jobs, services, and markets.

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Regional Performance Measures

North Front Range Metropolitan Planning Organization

- The NFRMPO has adopted Goals, Objectives, Performance Measures, and Targets (GOPMT) since the adoption of the *2040 RTP* in 2015
- The Regional Performance Measures (RPM) are designed to reflect regional priorities that are **not** covered by the Federal Performance Measures
- These measures are **not** required by Federal law
- The recommended RPMs were developed based on the 2050 RTP Regional Performance Measures and feedback from the Technical Advisory Committee (TAC)

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2050 RTP Regional Performance Measures

- Population within Paratransit and Demand Response Service Area Within the NFRMPO Boundary
- Fixed-Route Revenue Hours per Capita within Service Areas
- Non-Motorized Facility Miles per Capita
- Percent of Non-Single Occupant Vehicle Commuter Trips
- Daily vehicle miles traveled (VMT) per Capita
- Projects Requiring more than One Extension
- Travel Time Index on RSCs
- Percent of Devices Connected by Fiber on RSCs

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Proposed 2055 RTP Regional Performance Measures

- Population within Paratransit and Demand Response Service Area Within the NFRMPO Boundary
- Fixed-Route Revenue Hours per Capita within Service Areas
- Percent of Regional Active Transportation Corridor (RATC) Network Built Out
- Percent of Non-Single Occupant Vehicle (SOV) Commuter Trips
- Daily vehicle miles traveled (VMT) per Capita
- Projects not Requiring Any Delays
- Travel Time Index (TTI) on RSCs
- Truck Travel Time Reliability (TTTR) on RSCs

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Proposed 2055 RTP Regional Performance Measures, continued

- Vehicular Fatalities per Capita
- Vehicular Serious Injuries per Capita
- Motorcycle Fatalities per Capita
- Motorcycle Serious Injuries per Capita
- Bicycle Fatalities per Capita
- Bicycle Serious Injuries per Capita
- Pedestrian Fatalities per Capita
- Pedestrian Serious Injuries per Capita
- Total Number of Crashes
- Transit Ridership per Capita

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Questions?

Jerome Rouser, AICP

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